

Restful Rides and Pleasing Prospects Within Easy Reach of Omaha

KNOW thyself," was the sententious advice of the great Greek philosopher.

His thought was that unless a man knows himself thoroughly he cannot know other men or appreciate them or their actions or deeds.

"Know your own city," would be the advice equally sententious to the modern city person. There are thousands of people in Omaha who have never been to Florence, Benson, Dundee, Albright and Lake Manawa. They could visit any one of them except the last for 10 cents and pass through scenery unexcelled. Back in a Pennsylvania German settlement is a woman some 80 years old. She lives eight miles from the city of Reading. She has lived in that spot all her life and yet she has never gone to Reading. She mourns the fact that she has never been there. "I always heard Reading was such a fine city yet, and always I wish I could go, but I can't get started," she says.

People living within a few miles of the great Mammoth cave in Kentucky have never thought it worth while to see that wonderful cathedral of nature. That is a case in which nearness strips the thing of enchantment. Beautiful scenery or the wonders created by man's hand are not without honor save in their own country. If you travel a thousand miles and submit to all the dirt and tediousness of a long journey to see a certain place you are all turned up to see beauty when you get there. You go in search of beauty and keep a weather eye open for it.

Now, gentle reader, the moral of all this is just as sententious as that of the Greek philosopher quoted above. It is just four words, "Take a car ride."



WHERE NATURE IS WILDEST—IN RIVERVIEW PARK.

his own city, to give him pleasure and recreation and to lend him health and strength. Did you know, gentle reader, that street car riding is being prescribed by physicians in this day for tired, overworked men and for overworked nervous women? The fresh air, the motion of the car, the change of scenery and consequently of the thought of the "patient" make street car riding one of the best tonics procurable today. If an artist should draw a picture to accompany this story, it would be entitled "Before and After the Street Car Ride." The first picture would show a man staggering from his desk, his face pallid, his eyes glassy. The second would show him an hour or two later returning from a ride swiftly through the invigorating air provided by nature and the wind of Nebraska. He walks with a springy step, his eyes are clear and there is a color of tingling blood in his cheek. A companion picture would show a woman wearing work in home, store, factory or office undergoing the same process of rejuvenation. And the picture would be true to life. The facts would bear them out. Thousands of people in Omaha can bear testimony that the street car ride is the magic talisman which wards off the evil of sickness. Of course it must be taken intelligently like any other medicine. Not much good will be gotten by riding for a few minutes through the smoky, shut-in business portion of the city. Get out in the country and open up the cells of your lungs.



BY THE LAKE IN HANSCOM PARK—A BEAUTIFUL NATURE SPOT.

Where One May Go.

Where can you go and what can you see in and about Omaha on the street cars? Well, let's go to Florence first. Take the Ames avenue or North Twenty-fourth street car and transfer at Twenty-fourth street and Ames avenue. In reaching that point you have come through a beautiful part of the city. Coming up Sixteenth street you passed the old Transmissippi exposition grounds and had a view of the Missouri valley showing Out-Of-lake, the Missouri and the far-off bluffs of Iowa. This in itself is a scene unsurpassed. People would doubtless come miles to see it if it were advertised. But Nebraska has other and more substantial means of getting rich than advertising and exhibiting.

Soon after leaving Twenty-fourth street and Ames avenue you pass Fort Omaha where Uncle Sam keeps some of his stand-

ing army and where at present his biggest war balloons are located. Then the car spins rapidly out the country road between broad fields of waving corn and past pretty suburban homes until it reaches Florence.

Here the traveler alights and the first thing to catch the eye is the Minne Lusa pumping station, where the great silent engines exert their gigantic power and turn their gargantuan wheels to raise water through the Missouri river and store it in reservoirs. There it is filtered and then runs through the mains and into all the homes of Omaha. The pumping station is one of the finest in the world and is worth going



ONE OF THE SHADY HILLSIDES IN FAIRMONT PARK, COUNCIL BLUFFS.

toward the northwest and on the summit they waved a final adieu to their comrades and set their faces to the wilderness where Indians and wild beasts threatened them, but across which they purposed to make a journey of many hundred miles.

If you want to talk to some of the old men of the village you will find those who will tell you of those days in the 60s when the Mormons occupied Florence as an out-fitting place.

In Another Direction.

Where shall we go next? To Albright, fourteen miles? To Benson ten miles? To Dundee, ten miles? You can go to either place from Florence for 5 cents, and along each route there is an abundance of beautiful and interesting sights, pretty homes, country clubs, parks and pleasure resorts.

Well, if you don't care, we'll go to Benson. We get a transfer on Twenty-fourth street and Ames avenue and ride south on Twenty-fourth street, getting a transfer for the Benson line. At Twenty-fourth and Cuming streets we board this car and go out Cuming street, past the boulevard and past Bemis Park, lying in its pretty vale, with winding walks, driveways, lakes; with its pretty homes scattered about on the various points of vantage; with children playing on the green sward beneath the great trees; with glassy lakes glistening here and there. You will be kept occupied looking at things all the way out. Here come two attractions all at once. On the left side is the broad view of the country, for you are now in the "really and truly" country.

Thirteenth street, under and over the railroad tracks and swiftly out into the country. There's the base ball park on the right, and now we plunge into such a scene of sylvan beauty as is seldom presented to the eye. It is a part of Omaha where nature's barriers in the shape of hills were almost too great to be overcome. Here and there is a house on a distant hill side. But look at the view over the shrubbery and trees down into the depths of the valley where the great Missouri traces, its stream glistening in the sun. Across the river are green fields and fertile farms against a background of high bluffs. On this line Riverview park can be reached, which adds to its charm of natural beauty, a "zoo" well stocked with animals.

Of South Omaha's attractions, its great industries which the visitor may pass through if he wishes, its parks, its homes, we have no room to speak. There is much in the Magic City to interest the traveler. There, also, he can make connections with the interurban line running swiftly through the country to Bellevue and Fort Crook, the former a ride of twenty minutes, the latter one of half an hour. Coming from South Omaha back you can choose either of two routes from that by which you went down. You can come up by way of Vinton and Sixteenth street or over the new Twenty-fourth street line. Both bring you to the middle of the city.

On the Road to Manawa.

Here comes a big car at Fourteenth and Farjam streets. This is one of the 200 horse power vehicles nearly as big as a railroad car. It goes to Manawa. Manawa is nine miles away and the round trip fare is 5 cents. Over the Dundee and Benson we go. (The company owns this bridge.) Now we are in Iowa skimming through the country at a great speed. Here we are in Council Bluffs, where there are a score of interesting things. But we must hurry and after another fifteen minutes' ride we arrive at Manawa. It's free. Walk in. There's the roller coaster. Here's the little valley and a dozen other attractions, and there is the beautiful lake with its boats, steam, sailing and rowing. On the further side is the pavilion.

Well, we've done enough traveling for one day, but there will be lots of other days and we can take some of the other trips that Omaha offers. Seems as if we've been away off somewhere, doesn't it, and yet we have not been more than ten miles from the center of Omaha at this time.

Philosophers of a certain school hold that there is no such thing as "space," you know, and if we could just rid of that idea we would be just as well satisfied in Omaha's beautiful suburbs as at some place a thousand miles away.

Officials of the street railway company say there is a very rapidly growing tendency on the part of the people to ride for pleasure and health. Some are finding out the benefits and are getting others to try it and these in turn pass the word along. And when it comes to the cost, that is of so trifling a nature that it need scarcely be mentioned. If you could ride to Chicago as cheaply as you can ride from Albright to Florence, fourteen miles, your fare from Omaha to Chicago would be \$1.75.

The company has spent very large sums of money during the last few years in improving and bettering its system, putting in new equipment, raising tracks, erecting model power stations. All new cars are equipped with air brakes, hot water heaters and all the latest appliances.

A special campaign has been carried on among the company's 800 employees with a view to reducing the number of accidents and this campaign has been carried even to public education. The company inserts advertisements from time to time in the newspapers showing the correct manner to alight from a car.

"Let's get acquainted," says Omaha to her citizens.

ten Cents is All.

Thus far in our travels we have expended the sum of 45 cents. We can't go to Dundee or out West. Farjam street to Hanscom park today. We would see some of Omaha's finest residences on those routes, but we haven't time now. Let's go to Albright. That is twelve miles away and will cost us another nickel. We don't need to change cars. We go down through the main part of the city and then south on

Large Part of Electricity in Business Life and Domestic Economy

WHAT did the business man do before science and the inventive minds of Thomas A. Edison and others gave him electricity and electrical apparatus to serve him? The full import of this question will not be realized unless one has investigated the thousand and one different ways in which electrical devices enter into the conduct of a modern business institution. Today the head of an institution in a centrally located office can touch a button and find himself in immediate contact with anyone about the building. Reversely, any of his working force can immediately put themselves in communication with him. Heads of departments can control their clerks with little effort and loss of time. A clerk need not run, or even send, to the credit department to find out if Mrs. Jones can be trusted for a spoon of thread. She can communicate with the credit man quietly and instantaneously, and before Mrs. Jones has decided on the shade she wants the clerk knows just how to receive her request for credit.

Similarly manufacturing institutions can be centralized and loss of valuable time and energy can be saved by simple electrical devices. By the use of motors, the power needed to run the machinery can be applied directly where it is wanted. This gives a valuable substitute for the old systems, which required the power to be made in one place and distributed by means of dangerous and uneconomical shafts, belts and gear wheels. Today in Omaha, and all other large cities where electricity can be had in sufficient quantities the motor is taking the place of the steam and medium-sized steam engines in factories.

Newspapers are being printed by electricity, the dairyman is milking his cows by it, clothing manufacturers use it not only to run their machines, but to iron the goods after they are manufactured. Elevators fan, clean and elevate their grain with it, and then use it to load the cars. Cold storage men make ice with it and householders use it for heating purposes. The general business man comes down town in an electrically driven motor car, is taken to his office in an elevator raised by electrically driven machinery, and during the hot weather is cooled by the whizzing electric fan. In fact, if he should attempt it it would be impossible for a modern captain of industry, finance or commerce to get away from the influence of electricity, so closely has it become woven into the fabric of modern business.

Anywhere steam, hand, foot or horse power can be applied electricity can be substituted. It is cleaner and less expensive than steam, is easier and cheaper to apply than hand or foot power and can accomplish much more, do steeper and surer than a horse and never gets tired. A prominent electrician said a short time ago he could not conceive of a contrivance of a mechanical nature that could not be operated by electric power.

All of these different methods of using the current are not in operation in Omaha, but a large majority of them are and the rest will come as a matter of economic

management in the opinion of those who are familiar with the progress of electrical industry in the last few years.

Perhaps nowhere has the advent of electricity been more valuable outside the fields of transportation and communication than in the production of a modern newspaper. Of course, one of the most valuable aids in the gathering of news is the telegraph, seconded locally by the telephone. The large newspapers publish the news of London, Berlin and the other European capitals the morning after it happens. Distance is actually nullified as a factor in news-gathering by the cable and the telegraph. In the state and local departments the telephone is a valuable. Communicants that have no access to telegraph offices can be reached by the telephone, and inaccessible parts of the city are brought into instant touch with the reporter or the city editor.

Then after the paper is printed the first consideration is to get it into the homes of the subscribers as rapidly as possible. Steam power is still used more than electricity in this department, but in the local circulation of the paper electric cars and motors, elevators and other devices are a great aid in the hurry up process.

But the effect of rapid transmission of news and quick circulation of the paper would be of little value without the aid of the electric current in the getting out of the paper. In all the large newspaper offices the linotype machines have taken the place of the slower and more expensive hand type setting. These machines are driven almost universally by electricity, because it not only gives a strong power, but a steady speed as well, and the somewhat delicate machinery of the linotype requires just these. The uneven pull of the steam engine or the jerky motion of the gasoline motor would soon put the machine out of commission.

The most most valuable aid electricity lends to the production of the newspaper is in the press room. Formerly it was necessary to convey power to the monster presses by the use of shafts and leather belts. Today in all large newspaper press rooms the electric motor has taken the place of the steam engine. In addition to the advantages cited in the case of linotype machines the power from the motor can be applied directly to the press. Each press, and there are usually several in a large office, is run by its own motor. This is economical because it sometimes happens that only one press will be needed. The power can be regulated so that just enough to run the single press is developed. This makes it unnecessary to use an engine which will develop two or three times the necessary force. In the Bee office every machine that has a wheel to turn has its own individual motor.

In subsidiary capacities the electric motor is used in cutting paper for various uses around the composing room, in shooting the large plates from the stereotyping room to the press room, in lowering the paper

to the press room and elevating the finished papers from the press room to the circulating department. In some of the largest offices the papers are wrapped and labeled by electrically driven machinery.

In the large department stores the use of electricity is almost as varied. In the first place every department is connected with the head of the institution and every other department by a private telephone system. This saves time and trouble to the department heads in communicating with each other. A separate system connects each clerk with the credit department and when she desires to know whether a customer has an account at the store or is in a position to open one she is enabled to do so without offensive publicity or inconvenient delay. The credit device is a comparatively new one in Omaha, but it is in use in some of the largest stores.

The increase of the store building makes quick and easy transportation around the building necessary and large elevators carry people from one floor to the other without exertion. The moving stairway has not reached Omaha yet, but it is in use in a number of the stores in New York and Chicago. It is an improvement over the elevator because it gives constant service and can hardly become congested because it is moving all the time.

The electric parcel carriers are gradually taking the place of the cash boys and girls, giving quicker and more accurate service in addition to the virtue that they do not conflict with the child labor law.

The large department stores and other buildings that necessarily have large crowds

are usually equipped with electric ventilators and fans, which keep pouring cold air into the rooms and keep circulating, making the buildings pleasant even in warm weather.

Local manufacturing establishments, except the largest, have substituted electricity for steam as a motive power in a great many cases. One firm which supplies a considerable portion of the west with shirts and overalls and other coarse clothing does practically all of the work with machinery. The sewing machines are not driven by foot power any longer because that method is slow and exhausting to the operator. Electric motors supply a power that is even and steady and can be controlled as readily as foot power. When the garments are finished they are sent to the ironing and pressing room, where, in one Omaha establishment, forty flatirons, kept hot all the time

is acquired, by means of automatic devices, the electric current is switched off, both motor and the arc light, although they are operated by separate contrivances. So ingenious is the mechanism of this machine that it needs no guidance whatever from the minute the printing process is commenced until the blue print is ready for developing. After the arc lamp resumes its natural position and current to lamp and motor is turned off, the print is taken out of the machine and placed in a large vat, containing fresh water, which brings out the purple-blue background and white lines, after which it is ready for drying. The print is then placed in a specially prepared room, heated by gas, having good draught through, thus drying the prints in a very short space of time.

The machine will accommodate two prints each one and one-half feet by six feet, or three smaller prints to fill this space. The time ordinarily consumed in printing, developing, drying and trimming a machine-made blue print is from fifteen to twenty minutes.

After the machine is adjusted to give the exact exposure desired all prints obtain a uniform color. This process is absolutely independent of the sun's rays, prints being manufactured as well as, and as quickly during the darkest, rainiest day, or middle of night, as during the brightest day. So obviously essential is the electric method of blue printing that the sun machines are gradually becoming a thing of the past.

In addition to making the regular blue prints the electric machine is utilized in making what is termed "blue line" and "black line" prints. In making "blue line" prints a special paper is used as a negative, which is developed very much in the same manner as a photographic negative. From this negative the positive is made, producing a background of a creamy white-ness, the outlines of plain standing up in a deep blue shade. The "black" or "brown"

line print is made by using negative paper for positive effect, developing in same manner as the negative. When finished you have a white background and very dark brown or black lines.

The Norton-Carson company have been in operation but a short time, but the architects and others whose business require the use of blue prints are beginning to realize, that it does not pay to put up with the inconvenience and annoyance connected with making their own prints by a sun machine, when they can have them made at as low a rate as is made by this company.

The prepared blue print paper is so sensitive that exposure to the air, light or moisture will render it unfit for use. Making prints such as to permit, is at its best an irritating duty, necessitating a constant vigilance to obtain good prints. In addition the washing process, and wet, dripping prints hanging about, is disagreeable, architects and others being very glad to escape from both, with it.

All through the territory easily reached from Omaha, there are thousands of business men using blue prints. Messrs. Norton and Carson are not slow to take advantage of this fact and have therefore established a mail order department, through which plans are received from other towns and cities, prints made and all returned to sender either through the United States mails or by express. All plans thus received are treated strictly confidential and given the very best of care while in their possession. This, coupled with the low cost, prompt service and first class work turned out is resulting in a healthy growth of this department.

It is well worth one's while to pay a visit to 230 Bee building. You will find a most interesting machine and a very courteous and obliging young man to explain its mechanism.

and those who understand it declare it will soon be in use everywhere in the larger dairies. The milk works on the principle of a vacuum, rubber tubes fitting tightly over the teats of the cows. The air is then extracted from the tubes with the result the milk is drawn into a receptacle connected with the tubes. A half dozen or more cows can be milked at one time in this way, and an entire herd may be attended to in a very few minutes. Formerly the male members of the herd were put to work in the evening milking the cows, the power for extracting the air being generated by means of a treadle pump. This was not entirely satisfactory, as the power could not be applied steadily, and so electricity was substituted.

The next step in the process consists of the cooling of the milk. This is done in Omaha and elsewhere by the use of electricity. Cooling machines in which the ammonia gas that produces the coldness is drawn through the pipes by means of an electric motor that drives the pump. The cream is then separated from the milk in separators propelled by an electric motor. A portion of the cream is converted into ice cream in freezers turned by electric current. The ice with which the freezer is packed may have been made in an ice-making machine driven by electricity. The larger creameries use electricity almost exclusively in driving their churns, separators and other machinery.

Besides invading the domain of the milkmaid, electricity is taking on some of the old prerogatives of the hired man. As a result some of the barns of the wealthy are equipped with electric curry combs, electric clippers and devices that make a horse's coat as glossy as silk. These instruments are of great assistance to the groom who has a dozen or more teams to look after.

These instances show the wide application of the electric current to modern business, but they by no means indicate the extent to which it is being used. Planing mills have adopted it and now many saw saws, planers, augers, finishing machines operated by the current from a wire. The principal stock food factories in Omaha use the electric current to run their grinding and mixing machines. The Omaha boiler works uses electric power in the heavy work of making boilers. The steel works use electric drills, sheets of iron and steel are cut by electric saws, in fact each machine has its own motor. Restaurants use the same force for keeping their coffee hot and electric percolators are common equipment in a modern eating house. Hospitals are using electrically heated pads for the time honored hot water bottle. The drying cylinders are used to take the moisture speedily out of the hair. Mechanics use electric soldering irons. Sheep shearers use electric machines for cutting the wool from the sheep. Shoe factories use the same vital force in the manufacture of boots and shoes.

Blue Prints Are Made by Electric Light