

In 1872 First Train From East Arrived

U. P. Bridge Completed March 14 and Omaha Supplied With Full Service to Atlantic Seaboard.

The coming of the railroads was the one great event in the early history of Omaha. When the first issue of The Omaha Bee appeared on June 21, 1871, Omaha's railroads and cities were exceedingly meager compared with its splendid railroad service of the present.

One Real Railroad.

When the first issue of The Bee appeared there were three railroads with tracks into Omaha—Union Pacific, Omaha & Northwestern and Omaha & Southwestern. The Omaha & Northwestern became the Chicago, St. Paul, Minneapolis & Omaha, while the Omaha & Southwestern was later absorbed by the Burlington.

In those days Omaha's one real railroad was the Union Pacific, the first line to reach from the Missouri river to the Pacific ocean. The Bee was almost one year old before a single train reached this city from the east.

Into Council Bluffs, in those days, there were three lines running from Chicago—the Northwestern, Rock Island and Burlington.

Arrives in Bluffs.

The Northwestern was the first road to reach Council Bluffs. Sunday, January 17, 1867, was a great day in both Omaha and Council Bluffs. On that date the first train from the east arrived at the Missouri river. The train did not cross the stream, there being no bridge. It stopped on the eastern side of the river, just where the Northwestern station in Council Bluffs is today located.

For more than two years the Northwestern was the only line from the east into Council Bluffs. Practically all traffic, both freight and passenger, between Omaha and the east, was carried by that line.

Via St. Joseph.

Then came the old Kansas City, St. Joseph & Council Bluffs railroad, from St. Joseph. The latter line reached Council Bluffs December 20, 1867. The southern end of the road was at St. Joseph and it was not for a number of years that the Kansas City end of that line was constructed. In those days all traffic destined over the Burlington lines went down to St. Joseph on the St. Joseph & Council Bluffs railroad and thence eastward on the Hannibal & St. Joseph line, one of the Burlington properties. From Hannibal this traffic went into Chicago over the main line of the Chicago, Burlington & Quincy railroad.

For years the best connections from Nebraska to eastern points was down via St. Joseph, although there were several lines of railroad direct from Council Bluffs to Chicago. The old Hannibal & St. Joseph line used to run a Pullman sleeper out of St. Joseph without changing going eastward from Hannibal over some little line which has long since been absorbed into one of the big systems. This line missed Chicago entirely. But for more than 30 years there has been no sleeping car line from the Missouri river cities to New York.

Immigrants Pour In.

The year 1869 was peculiarly a "railroad year" for Omaha and for Nebraska. Immigrants were pouring into the state. The close of the civil war left hundreds of thousands of former soldiers who wanted to come "west" and obtain land. The homestead laws were new and Nebraska had millions of acres of the best land in the world waiting for settlers.

In that year, 1869, just two years before The Omaha Bee was founded by Edward Rosewater, railroads were building all through Nebraska—with Omaha as the hub.

First, there was the completion of the Union Pacific—the most stupendous railroad undertaking the world had seen up to that date and, considering the difficulties encountered and overcome, an undertaking that has not yet been surpassed. On May 10, 1869, the golden spike was driven at Promontory Point, Utah, and Omaha had a direct railroad to the Pacific coast, even if it did not have a continuous line as far as the city station in Council Bluffs.

Second Line Completed.

Next, a second Council Bluffs-Chicago line was completed. This was the old Mississippi & Missouri railroad, which became the main line of the Chicago, Rock Island & Pacific. The Rock Island was the second line from the Missouri river at Omaha through to Chicago.

The third railroad, completed that year, or rather started, out of Omaha, was the Omaha & Northwestern up towards Sioux City.

Omaha's fourth road in a year was the Omaha & Southwestern, absorbed by the Burlington and giving the latter a roadway into this city. At the same time the Burlington was doing its best to get a direct road from the east to Omaha, in order that it might secure a portion of the traffic which was developing between the Pacific and Atlantic coasts. All through the year 1869 Burlington engineers had pushed construction work to the limit, with the intention of putting the Burlington & Missouri River railroad in Iowa into Council Bluffs before the end of the year. But the snows and the blizzards came early that year and it was not until January 3, 1870, that a Burlington train reached Council Bluffs over its own tracks.

Bluffs Big Rail Point.

So, when publication of The Omaha Bee was begun in 1871, Council Bluffs was the big railroad point of the middle stretches of the Missouri

"Circulation Department" Of Bee in '71 Rode a Horse

Charles H. Pickens, Now President of Paxton-Gallagher Co., Was Department.

Charles H. Pickens was the first "circulation department" of The Omaha Bee.

Alone, but for his trusty horse, the present president of the Paxton-Gallagher wholesale company, distributed the first 1,000 copies of Edward Rosewater's Bee on the afternoon of June 19, 1871.

"I was only a shaver in knee pants then," Mr. Pickens relates. "I think it was my horse that won me the job because it was impossible to get over my route in any other way."

Pickens said he received either \$5 or \$6 per week for this early job.

Given Away at First.

The paper, a four-sheet affair, was given away for the first few editions, then a rate of 15 cents a week was the fee.

Forms for the first edition of The Bee were made up in a room of the old Cedar Rapids house on Twelfth street, between Dodge and Douglas, Pickens recalls.

A negro by the name of Richmond carried the forms across to the old Redfield printing company, half a block away.

The late Edward Rosewater wrote all the articles, was reporter, city and managing editor, and business and advertising manager at the same time.

Shortly after the start of the paper an "assistant" to Mr. Pickens in the "circulation department" was added, but Mr. Pickens cannot recall his name.

The old Rosewater house then stood on the site of the present Bee or Peters' Trust building. Next door to it was the home of W. A. Paxton, founder of the Paxton-Gallagher company with which Mr. Pickens is now associated.

Wabash line, was completed into Omaha and gave this city a connection to the southeast via the Wabash system.

Fourth Through Line.

The Chicago, Milwaukee and St. Paul railroad reached Omaha on September 1, 1882, giving this city a fourth through line to Chicago.

The fifth Omaha-Chicago road was the Illinois Central which brought its first train into this city on December 18, 1899.

The sixth iron road to link the Missouri, at Omaha and the Great Lakes at Chicago, was the Chicago Great Western railroad. This line was completed to Omaha on November 1, 1903. Its construction was due to an agreement between the big South Omaha packers and the management of the Great Western by which the latter road was to receive a certain percentage of the fresh meat shipments out of Omaha, Sioux City, St. Joseph and Kansas City, in return for reducing rates and forcing the other Omaha-Chicago lines to cut prices. Great Western never completed its line into Sioux City.

In the meantime the Omaha & St. Louis, which afterwards became the



A PHOTO OF CHARLES PICKENS TAKEN IN 1876.

"Mr. Rosewater never forgot my early services for The Bee and in later life, whenever any committee wished to wait upon the editor of the paper, they always put me on the committee because they knew he would never refuse to see me," said Pickens.

Mr. Pickens also campaigned for Edward Rosewater when he later tried for the United States senatorship.

No Railroads From East.

"He built the Cousins house, on the site of the Carpenter Paper company, about that time, because the Herndon house management failed to repair a broken pane in the window of his room."

Ninth street was then the principal thoroughfare of Omaha, none of which was paved. Neither was there any railroad into Omaha from the east. Pioneers, like Mr. Pickens himself, came up the river from St. Joseph by boat and some of them crossed from Council Bluffs by ferry.

Packing Plants Employ 13,000

Products Total 68 Per Cent of Omaha's Manufacturing Output.

Thirteen thousand persons are employed in a single industry in Omaha, that centering about the Union stock yards on the South Side. The value of packing house products shipped from here last year was \$26,500,000, this being 68 per cent of Omaha's total manufacturing output. Eight million dollars' worth of soap made here helped to swell the total.

One of the world's greatest live stock markets, Omaha received and shipped 151,311 carloads of live stock last year, and sent forth 45,280 cars of packing house products. Receipts of cattle were 1,602,799 head, of which 921,235 were slaughtered and 474,379 shipped back to feed lots for fattening. The value of these cattle was \$200,400,000. Hogs shipped here for sale brought \$94,800,000 and numbered 2,708,482 head. Of these, 1,998,505 head were made into meat at the packing houses here.

Others were purchased for export trade and for shipment to packing houses in Wichita, Chicago and other centers. The stock hog trade, by which farmers will come to the Omaha market to buy pigs and thin hogs to take back to the farm for fattening, is being encouraged by the establishment in the yards of a modern plant for immunizing such hogs against disease. Before going to the country these are given a serum treatment and thoroughly disinfected.

This is the greatest feeder sheep market in the world. In 1920 it received 2,890,748 head of sheep, valued at \$28,950,000. About half of these were turned into meat and the rest shipped back to feed lots.

The stock yards occupies a space of 200 acres, with 4,500 pens for yarding stock, all paved with brick and concrete.

In 1917 55 cents out of every dollar expended for operation and taxes by the railroads in this country went for wages of employees. In 1919 this had increased to 59 cents, while salaries of general executives decreased from 1.15 cents to 78 cents out of every dollar.

Philip's Store Five Years Old This Week



Philip Greenberg.

Philip's Department Store, South Side, is to celebrate the fifth anniversary of its purchase by Philip Greenberg the coming week.

Mr. Greenberg bought the store in June, 1916. It was then hardly more than a racket store. It had two employees. Within a year he added men's and women's clothing, shoes, hats, caps and groceries, making a department store out of the old racket store. The store is now the leading store of the South Side, with over 30 employees and a business running into thousands of dollars every month.

Mr. Greenberg says that only three persons took the examination conducted by Secretary Antles' department last week, and that there are 63 counties in Nebraska utterly without chiropractic service. Hundreds of graduates of standard schools are needed to give chiropractic service to the state, he said.

"A chiropractor who is so afraid of competition that he will spend money to prosecute the new gradu-

Head of Seceding Chiroscorns "Standpatters"

"No Chiropractor Who Is So Afraid of Competition He'll Prosecute Beginners Will Join Us," He Says.

Members of the Nebraska branch of the Universal Chiropractors' association, the "seceders" organization formed as the result of the split in the chiropractors' meet in Omaha last week, are only mildly interested in the appointment of a chiropractor to the state examining board, according to Dr. Lee W. Edwards, president of the "seceders" organization.

The "standpatters" endorsed three names to the governor, ignoring Dr. J. P. Lamb, present incumbent, whose work has been endorsed by

the U. C. A. branch. The other two endorsed by the "regulars" are women: Dr. Bessie Lewis of Wayne and Dr. S. L. Ashworth of Lincoln.

Law Attacked.

The "seceders" refused to contribute to a fund to prosecute new chiropractic graduates who are practicing without a license pending a supreme court decision on the constitutionality of the chiropractic law. The law is being attacked on the grounds that the requirement that candidates take three terms of nine months each before appearing before the state board for examination is unreasonable in view of the fact that many of those who are supporting the law obtained the licenses after a 12-months' course before the new law became effective.

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"A chiropractor who is so afraid of competition that he will spend money to prosecute the new gradu-

ates who are getting a start can never become a member of the Nebraska branch of the Universal Chiropractors' association," Dr. Edwards stated.

Life Prolonged By Work.

But Dawdlers Die Early

London, June 18.—The "pace that kills" is the crawl, according to Lord Leverhulme, England's foremost business man, in a lecture on "Safety First."

"The dawdler shortens his own life and kills the life of his country. The more we work the more we conserve our own lives and the life of our country."

Former German Submarine Will Be Target for Planes

Portsmouth, N. H., June 18.—The U-111, a former German submarine, for the past year tied up at the navy yard here, is to be used as a target for naval aviators in maneuvers off the Delaware capes, it has been announced here. A thorough study of the construction of the craft, believed one of the best German makes, was made by naval officials and mechanics during its stay here.

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