

Why People Go to The Pacific Coast

The summer vacation and where to spend it is the question that is uppermost in the minds of many people just at present. The railroad men the country over realize that the people of the United States are in a prosperous condition and are going to travel.

From east to west attractions are springing up that will draw large numbers of people, but none will draw more heavily in this western country than the convention of the Epworth league in San Francisco. Delegates by the hundreds from all over the United States will be whirled through Omaha during the early days of July, but they will be accompanied by as many, if not more, pleasure seekers who are taking advantage of the extraordinary inducements that are offered on account of that convention.

Prospective tourists in this city are already laying their plans for the trip and have been inquiring the rates, the routings that are possible and the side trips that are available after the meetings are over. Whether simple tourist, or whether Leaguer and tourist combined, all are going to "do California" and the Pacific slope before they return.

The trains from this city will carry the rich and those of moderate means. The expenses of the journey have been re-

duced to bottom notch and scarcely a trip is offered for the summer which will yield the pleasure and at the same time have the educational features to be combined in the California outing.

A business man of Omaha was carrying a little red folder of the Union Pacific the other day when a friend recognized it as one giving information about this trip, and an animated conversation followed. The one who happened to see the folder had not given the subject much study, but found his friend was enthusiastic over the trip.

California for the Summer.
"Yes, sir, I'm going to California for my summer trip," said the business man, "and I am going to take my wife along with me. I have made that selection for two reasons—the convention of the Epworth league is in San Francisco in the middle of July and there is the grandest scenery in the Rockies of any place in the world. We do not half appreciate that scenery in this country, but think if we are to see anything grand we must cross the Atlantic and travel in Switzerland."

"Now, as far as the convention is concerned, that is no attraction to me, but my wife wants to attend it. She has read of the big meetings of previous years and every year has wanted to go, but something has prevented. When the announcement was made that the convention this summer was to be on the Pacific coast, she said: 'Henry, I'm going to that convention. You don't need to go unless you want to, for you won't be interested in the meetings.'"

"Another thing about that trip is that we are going over the Union Pacific. That is decided upon. I have been watching the announcements and have been studying the routes, and am convinced that is best. You know the rates are controlled by the passenger association,

and it don't make much difference as far as those matters are concerned. The route you select to such a meeting depends upon the road which has the most to offer.

"I have found out that it is thirteen hours shorter to go by the Union Pacific, and that is quite an item in our case. I did not want to leave quite so soon this summer, but we must be there for the opening of the convention. This advantage means that I can look after my business nearly a day longer than if I went over any

other route. **Advantages Are Many.**
"The last day on which the rates are available is Saturday, July 13. We have the choice of trains west from here, any of which carry us through to San Francisco without change of cars, if we so desire. Now we have never seen much of the Rockies, and so will probably take the afternoon train, which will give us a daylight trip through the finest scenery in the world."

"Well, what if you do go over one of those other roads that take you through the Rio Grande country? Do you know that the trains go through there at night, and what can you see then? The Union Pacific will take you across the mountains in the daytime, and from the car windows and platforms you can get some elegant views."

"We want to stop off for a little sightseeing in Ogden and Salt Lake City, and under the arrangement they have now you can stop anywhere west of Denver and Cheyenne. To make that stop and get through in time to get well settled before the meetings open we have got to travel on a train that makes good time."

"Another feature about this road that I have come to admire is the ease and comfort with which the trains glide along. It seems remarkable that they can attain the speed they do and give no more effect to the passengers. You can take an easy attitude in the comfortable seats and read if you were in your own parlor. If it is hot, and it probably will be in the middle of July, you can open the car windows and there is none of the vile dust which bothers one on the other roads."

"The ballast used by the Union Pacific comes from Sherman Hill, the point where the Union Pacific crosses the summit of

the Rockies. It is decomposed granite and when spread on the track packs into one solid mass from which no dust can arise. The track is as even as a hard bed and heavy rails can make it, and the trains glide smoothly over the plains and the mountains with none of the jarring and jerking which is so annoying.

Comfort and Convenience.
"The equipment of the Union Pacific trains is another thing which decided me in favor of that route. Did you ever go through the train they call the 'Overland Limited' which goes west from here in the morning? There is not a finer train running in the west than that. The first car is one of those combination buffet cars. Of course it is not supposed that many of the Epworth league people will make much use of the elegant smoking room in the back part of that car, but there are some of us husbands who will take the trip and to whom that part of the train will be a delightful place. Then there is the barber shop. One of the finest shaves I ever had was on that train."

"The Pullman sleepers which that train carries are the finest made. If you ever sleep on a train you can sleep in them, for they slip along with the most perfect ease. You can be just as comfortable in them as in the finest home in the city. They are finished with the best taste, every bit of the furnishing being in perfect harmony."

"Do you know, I have stood and looked at the dining cars of the Overland time and time again. I have been in the kitchen and I have watched the service. In all of that time I have wondered how they kept everything so neat and so wholesome. As you look through them you become hungry and when you have eaten a meal in one of them you wish you could eat there always."

"That train is prepared to care for all grades of the traveling public. If your purse won't stand the pressure of the Pullman sleeper and the meals in the dining car, you can take the ordinary sleeping car, which is always on that train. It is not the cheap car which used to be sent out for a tourist car; it is a roomy, comfortable sleeping car, the only difference being that the furnishings and the upholstery is not of such fine quality. A few years ago we thought those cars were good enough for any of us and we used to be quite comfortable in them. You can take your lunch with you for the trip and have it in the car."

"Besides, there are the chair cars, which do not cost a cent extra. There are some people who won't ride in a sleeper and you will find plenty of them making the trip to the coast this summer in the chair cars. **Solves Problem of Distance.**

"It strikes me that there are several very fine reasons for selecting the route I have. From the Missouri river to San Francisco the distance is 310 miles shorter

over the Union Pacific than any other road. That is why the trains on that road make the trip about thirteen hours quicker than all the others."

"The Union Pacific, you know, was built for a transcontinental line and naturally the promoters selected the shortest route they could find. The management of these later days is cutting down the distance every year. I noticed the statement the other day that they have now cut off thirty-two miles of the original mileage between the river and Ogden, making it about 1,000 miles."

"This new arrangement with the Southern Pacific, by which the Union and the Central Pacific are brought into closer touch, fulfills the dream of the builders of the road and now we have a through line from Omaha to San Francisco. When I go anywhere I like to go, and so I am going to take the route for San Francisco that can take me there the most direct way, in the shortest time, with the greatest comfort and at the same time show me the most sights for the money."

"As for the scenery, I am satisfied that I will get the best there is in the Rockies that can be seen from the cars by taking the Union Pacific. I have been spending my evenings recently reading that new guide to California which is being sold

on the trains. It describes the principal places along the route of the Union Pacific and calls attention to the historic spots that we will want to notice as we go west. About 100 pages of the book is devoted to California, and when you have finished that you will have your mind made up as to what you want to see and how to get there. It is so handy to have such a complete description following along the route of such a good railroad."

Things to See on the Coast.
"When the convention is over there are to be no end of excursions to the principal points of California. That is one of the advantages of going west at such a time. You are given opportunities which don't come at any other time. The new coast line of the Southern Pacific has just been opened and they say you get a fine view going down that way to Los Angeles. On the one side are the mountains and stretching away on the other is the Pacific."

"There is Monterey with its famous Hotel Del Monte, Mount Hamilton and the Lick observatory, Santa Cruz, Los Angeles, Santa Barbara, San Diego, the old missions and scores of other interesting places, which are going to be placed within easy reach of the people who congregate in California this summer."

"It will take several days to see the sights of San Francisco and besides we want to take a trip out on the Pacific. The people who attended the Christian Endeavor convention in San Francisco a few years ago were enthusiastic over the way they were received in California and the special trips that were arranged for them. Several told me that it seemed as though the people were proud of their state and anxious to have visitors go over it from one end to the other. The reports that are being sent east this spring indicate that they are making even greater preparations for this year."

"When the homecoming time is reached we will have made up our mind which way we are coming, but as yet we have not made the selection. Three routes are offered and either one of them is good enough, but some offer a little more than the others. We can come straight home if we get in a hurry or we can go up the coast by rail or by steamer."

"Here is where another advantage comes to us in choosing the Union Pacific. The close interest between that great transcontinental line, the Southern Pacific, the Oregon Railroad & Navigation company, and the Oregon Short Line, makes it possible to offer three of the best routes that one can select out of California."

Rides to Be Remembered.
"Take that trip by ocean steamer from San Francisco, and then up the Columbia river, until you take the Portland-Chicago Special on the Oregon Short Line. Or there is the other trip north by rail from San Francisco past Mount Shasta to Portland and east on the Short Line."

"Either one of these presents some of the grandest scenery in the world. There's Mount Shasta, Castle Crags and a number of other places in California which one should stop long enough to see if he has time. The trip along the Columbia river is described as one of the grandest bits of scenery and we are favoring that route for our return trip. Of course we will see Shoshone Falls when we get over into Idaho."

"We get the same elegant train service on the way home that is found on the main line of the Union Pacific, for the managers feel that the Portland line is almost as important as that direct across the country."

"What have I found about rates? It struck me that there is not a better bargain offered than this trip to California. The fare from the Missouri river points—Sioux City, Omaha, Kansas City and Leavenworth—is only \$45 for the round trip, and I think that is extremely reasonable. You can leave here any time during the week of July 6 to 13, the only proviso being that you reach San Francisco by July 18."

"Coming home the journey must be commenced the day the ticket is stamped by the San Francisco agent, but you can stop as many times as you want west of Denver and Cheyenne. It is merely necessary that you make it understood that you want to stop, and when you are ready for the last run make it clear that you are ready for a continuous trip. The tickets allow you plenty of time in California, for they are good until August 31."

Short Stories Well Told
One of the few weaknesses of William E. Gladstone was the impatience he manifested when detected in a mistake. When convinced he was wrong he always abruptly turned the conversation or left the room. Mr. Eddis, the painter, used to tell a story about a discussion he had with the great statesman concerning color. The question was, which is the brightest color in nature? Mr. Gladstone said red. Mr. Eddis blue. Mr. Gladstone declared there could be no reasonable doubt on the matter, and was very determined in his opinion. Mr. Eddis reminded him that in twilight the red flowers disappeared long before the blue ones. Then Mr. Eddis sought out a photograph of a flower bed; the red flowers in that picture were perfectly flat and indistinguishable from their leaves, the blue were light and visible in all their forms. Then—"Good-night, Mr. Eddis," said Mr. Gladstone, as he took up his hat and strode away.

The new president of the Adams Express company, Henry Sanford, was a country boy in Connecticut once, and the habits of economy he learned on the farm have stuck

to him ever since. His son, Samuel S. Sanford, who is one of the finest musicians in this country, has no such ideas, however. He smokes a very expensive brand of cigars and always procures them of a certain dealer. The other day Henry Sanford went into the same place and said he wanted some cigars. "Certainly, Mr. Sanford," said the salesman. "The same brand as your son smokes?"

"How much are they?" inquired Mr. Sanford. "One dollar apiece," replied the salesman. "Oh, dear, no," said the millionaire. "I can't afford to smoke high-priced cigars. My son can, but he has a rich father. I haven't."

One of the most ludicrous mistakes made by the telegraph was caused by the loss of a single dot in a telegram from Brisbane to a London news agency. As it reached London it read: "Governor general twins first son," which the news agency "edited" and sent around to the papers in the following form: "Lady Kennedy, the wife of Sir Arthur Kennedy, governor general of Queensland, yesterday gave birth to Government House, Brisbane, to twins, the first born being a son." The telegram arriving in the small hours of the morning, there was no time to check it or refer to Debreit and it was published by most of the newspapers in London and the provinces, and caused an unexpected sensation. Sir Arthur's friends pointed out with conclusive force that some one had blundered, as there never was a Lady Kennedy, Sir Arthur being a bachelor. The repeat message, which followed, read: "Governor general turns first son," referring to a railway ceremony.

H. H. Vreeland, the president, manager and brains of the Metropolitan Railway company, that owns all the surface lines of New York, began life as a brakeman and won his way up by sheer industry and ability.

He was making a speech to young men some nights ago, and spoke very emphatically on the question of personal manner and outward appearance.

"If you are looking for a job and have one in sight," said he, "and have but \$24 in the world, spend \$20 for a new suit of clothes, \$3.50 for a pair of shoes, 50 cents for a hair cut and shave. Then walk where that job is and ask for it like a man." The boys applauded.

Yesterday a spruce-looking young man walked into Mr. Vreeland's office. "Please give this card to the president," he said.

Mr. Vreeland looked at the card when it reached him. On the same were these words: "I have paid \$20 for a suit of clothes, \$3.50 for a pair of shoes, 50 cents for a hair cut. I have walked from Harlem. I would like a job as conductor on your railroad."

He got his job.

Before the outbreak of the Boxers' rebellion in China, during an extremely dry season, Li Hung Chang was calling on the American minister, Mr. Conger, and he spoke of the weather.

"Yes," said Mr. Conger, "it seems to be dry everywhere. It is dry in my country, too. I read in one of our papers the other day that in many places in the west the people were praying for rain."

"What," said Li, "do your people pray for rain?"

"Oh, yes," said the minister, "they often pray for rain."

"And do they get it when they pray for it?" asked Li.

"Well, sometimes their prayers are answered and sometimes they are not."

"All the same like Chinese joss, hey?" said the old man with a grin and a chuckle.



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