

BOOM FOR WESTERN ROADS

War in the Philippines Increases the Traffic to the West.

BIG HAUL FOR LINES WEST OF MISSOURI

Fully Two-Thirds of the Business Originating in the East Passes West Through the Omaha Gateway.

"Dewey day," the anniversary of the battle of Manila, not only marks an event in the national and political history of the country, but commercially has wrought a change, especially so far as it affects the business of western railroads. The victory at Manila and the subsequent operations in the Philippines have been the direct cause of a large increase in traffic over those roads. In a large measure the lines west of the Missouri river have felt the most of the benefit derived from this new traffic, as it has been only within the last few months that troops east of that dividing line have been sent across the country for service in the Philippines.

In the month of May, one year ago, when the first order was issued for troops for service at Manila, between 12,000 and 15,000 volunteers were sent from western states to San Francisco to wait for transport. One regiment of Pennsylvania volunteers was the only organization which could not properly be attributed to the west and all of the haul between the point of muster and point of embarkation was by the western roads. When the western regulars returned from Cuba to their home posts they were then ordered to the Philippines and this furnished additional traffic. Of about 34,000 soldiers now in the service in the Philippines fully 25,000 were carried a portion of the distance by the western lines.

As near as can be learned at the railroad offices in this city about 100 trains of soldiers were carried westward by the roads classed as Omaha lines. Some of these trains had their starting point in Nebraska, but many others came from the east. Some twelve or fifteen trains have come from the far east within the last two months. Fully two-thirds of the military movement originating at the Missouri river or points east, loaded on transports at San Francisco have passed through this city. The movement includes regulars, volunteers, recruits, hospital corps and marines. It does not include business and mail trains. The company will be in Cuba or discharging troops returning from the Philippines.

Helps Freight Business.
The freight business of the railroads has also experienced a boom from the same cause, although, of course, the bulk of it has been made up of government supplies for the soldiers. It is impossible to reach any accurate idea of the amount of this traffic by the records at railroad offices, but it has been carried by trainload and by single cars. It has been handled as freight and as express. Many shipments have been made as far as Omaha by express and from here west by freight. It has been made up of ammunition, clothing, food, medical supplies, provisions, clothing and hospital supplies. There have also been many horses shipped, together with the freight belonging to the various regiments of regulars who carried all their belongings with them.

In the line of commercial supplies there has been some increase, although it has not been noteworthy. The railroad officials expect that when peace is restored in the Philippines and business again becomes settled freight traffic destined to the islands will be an important factor to transportation companies. Shipments of military supplies of sufficient size to be noted specially have been confined so far to beer, several trainloads of this beverage, destined to Manila, having made up a part of the railroad business to the west during the last year.

A railroad man who has just returned from the west says that while it is impossible to say just what effect the position of this country in the Philippines has had upon business to that section of the world, all Oriental traffic has been largely increased. He says that two years ago there were but three lines of steamships plying between the United States and Asia, whereas there are now seven, each having its freight-carrying capacity fully tested.

Another railroad official, commenting upon this same subject, said that whatever the ultimate disposition of the Philippines might be, he predicts the prestige this country has secured there will result in an improved business, not only with the islands themselves, but with all Oriental countries.

He said, however, that much of the activity by western railroads to shorten their routes to the coast. They are preparing to offer inducements to secure the traffic from the east destined to these new fields of commerce. He says it means that Omaha will be the great center for travel east and west, a fact which will aid materially to its commercial importance. The most direct railroad connection between the Atlantic and Pacific is through Omaha, a fact which business men will quickly recognize when planning to embark in the Orient.

Much European travel and freight shipment now goes by way of the United States, and it is said that this will be augmented to a considerable degree when the Pacific steamship lines improve their facilities for handling, which will probably be done within a short time. The ships plying between San Francisco and China, it is alleged, do not compare to the Red Sea lines, but when this defect is remedied more business originating in Europe will come this way.

TRY TO GET TOGETHER ON RATES.

Hopes Expressed for Reorganization of Western Passenger Association.

Copies of the new agreement upon which it is hoped to reorganize the Western Passenger association have been received at the local railroad offices. The agreement was completed by the executive committee of the association last week and a meeting of all the roads interested will be held in Chicago on Wednesday to take final action. It is possible the association will be reorganized under the new agreement, but all the lines in the affected territory will not become members.

It is settled that the Union Pacific will remain out for the present, and there are one or other lines which will remain independent. There is talk of pressure being brought to bear upon the lines to force them into membership. What the pressure is has not been announced, but it is presumed to be the influence of the Interstate Commerce commission.

The commission has been so successful in bringing the lines together on freight matters that it is thought it may also have some influence on passenger affairs. It is said that in freight matters the commission has gone to such an extent that it will assume responsibility for administering punishment to railroads that violate the agreement for the maintenance of rates. If the commission can exercise this power in matters of freight, friends of the passenger association think it can also take the same power in their directions and upon that theory they hope the objecting lines may be forced to become members of the association.

Working on the Line to Omaha.

For its proposed line to Omaha the Minneapolis & St. Louis has adopted the survey from New Ulm, Minn., running through St. James and Sherburne, Minn., and Esterville, Spencer and Sioux Rapids, Ia., to Storm Lake, which will be the terminus for the present line. The distance will be 140 miles. Chief Engineer Kelley at

Minneapolis has received bids for the construction of so much of the line. There will be five bridges, as follows: Across the Big Cottonwood and the Little Cottonwood, south of New Ulm; across the Des Moines at Esterville; across the Sioux at Spencer and across the same river at Sioux Rapids. The bridges will be of iron and the contracts have been let, as have also the contracts for the track material, including rails. It is announced that the work of construction will be vigorously pushed.

TEST THE LEGALITY OF THE FEE.

Switching Charges of Chicago Stock Yards Before the Courts.

CHICAGO, May 1.—Arguments were begun in the United States circuit court today on the demurrers filed by the western railroads to the charges of the Interstate Commerce commission. The question at issue is the legality of the terminal fee which is charged by railroads on every carload of cattle entering the Chicago stock yards. The fee of \$2 which is exacted by the railroads on every car and paid by the shippers was originally made against the railroad company by the stock yards company for the use of its tracks. This averaged about 20 cents per car and the railroads retaliated by fixing the \$2 charge. The Interstate Commerce commission declared that the tax was unreasonable and that it was a discrimination against shippers entering the Chicago stock yards. The arguments will continue for several days.

Rates for Baptist Meeting.

In two weeks the tickets for the Baptist anniversary meetings on the Pacific coast will go on sale, but none of the local railroad men anticipate any extraordinary traffic in that direction. The principal meeting will be at San Francisco, for which the round trip rate will be \$82, while for the local meetings at Tacoma, Portland and Seattle the rate has been made \$52. The latter rate was put in by the northern lines, and was met by the Omaha roads, presenting a condition which will doubtless be met from the main meeting at San Francisco. Passenger officials do not anticipate any big movement to the coast until the rates for the educational meeting at Los Angeles go into effect. That meeting will be held in July, the rate for the round trip being \$82. It is predicted that the Baptist meetings will prove largely local affairs, drawing visitors from a radius of not more than 300 miles.

Drops the Yellow Color.

The Burlington is discarding the yellow so long used as the color for its passenger equipment. Nos. 1 and 6, the special Chicago-Denver service, is supplied with new equipment of Pullman make cars, and the color throughout is a dark shade of olive green. The train for Chicago Wednesday morning will carry this new equipment for the first time. Four new Pullman sleepers, just out of the shops, and without a taint from contact with other hands than those of the builder, are to be used in this train. All the other cars used on these trains will be virtually new. The sleepers are named "Diamond," "Ruby," "Sapphire" and "Topaz." The cars will all have the wide vestibule, and from baggage car to sleeper will bear the same color. The company will send a photographer to Denver today to take pictures of the new equipment.

Sale of Union Pacific Lands.

Salmon land department for the month of April exceeded those of the corresponding month in any previous year in the history of the department. The sales for the different years for April have been as follows: 1891, \$215, 1892, \$634, 1893, \$1,418, 1894, \$1,310, 1895, \$78, 1896, \$55, 1897, \$1,690, 1898, none, on account of receivership, and in 1899, \$9,902 acres. On the Union division, which embraces the lands in Nebraska, Wyoming, Colorado and Utah, applications have been approved during the month for 15,000 acres. The department expects to be able to close up contracts on the Union division within fifteen days and when it does it will issue papers on approved contracts to date, representing \$5,437 acres.

New Equipment for Fast Train.

CHICAGO, May 1.—The Burlington road has put into service a new Pullman train to run on the fast express, "one on the road," between Chicago and Denver. The handsome library smoking car and the cafe dining car are unusually attractive features. The entire train, connected by steel and plate glass vestibules, is of the familiar Pullman color, weighs 280 tons and is hauled by the largest passenger locomotive ever built. This engine weighs 127 tons, has driving wheels seven feet in diameter and a water capacity of 5,000 gallons. It weighs one ton more than the big engines recently built for the Boston & Maine road.

Dividend on Pennsylvania.

NEW YORK, May 1.—The directors of the Pennsylvania Railroad company have declared the regular semi-annual dividend of 2 1/2 per cent.

Railway Notes and Personalities.

The Elkhorn offices report three inches of snow at Chadron.

H. F. Carter of St. Paul, traveling passenger agent for the Union Pacific, is in the city.

S. A. Hutchison, assistant general passenger agent for the Union Pacific, has returned from an eastern trip.

C. G. Oleson of Chicago, assistant general cashier of the Northwestern, is in the city on route to the Black Hills.

E. L. Lomax, general passenger agent for the Union Pacific, has returned to Omaha after three weeks in the east, during which time he attended a meeting in New York City for the consideration of the immigrant business.

L. A. Storck, rate clerk for the Elkhorn, and O. A. Andrews, rate clerk for the Burlington, have gone to St. Louis to attend a rate meeting, where the summer tourist sheet will receive final consideration and the all-year-around and one-way sheets will be taken up.

The immense sales of Dent's Toothache Gum proves its popularity. Druggists, 15c.

Everything new. And this means the best printing at the lowest rates. See the new plant of the Rees Printing Co.

Write the Omaha Tent and Rubber Co. for tents and awnings, 1311 Farnam street.

Her Grand Hotel Turkish Baths now open.

Burlington Route

MORE MILES OF DOUBLE TRACK

than any other railroad between the Missouri River and Chicago. A matter of necessity—more trains over the Burlington than over any other line. 292 of the 500 miles between Omaha and Chicago are double tracked. That means—no delays, few stops, practically no risk of accident.

Chicago trains at 6:40 a. m. and 6:05 p. m.

For Denver at 4:25 p. m. For St. Louis at 4:55 p. m.

Ticket Office—1502 Farnam St. Telephone 230.

Burlington New Station—10th and Massachusetts. Telephone 310.

Public Work Comes Higher

Labor and All Sorts of Material Have Advanced in Price.

PAVING CONTRACTORS WANT MORE MONEY

Bids for Construction of Permanent Sidewalks of Artificial Stone and Brick Are Much More Than Those of Last Year.

The higher figures for which contracts for the construction of sidewalks were let for the coming year by the Board of Public Works are indicative of a strong probability that public works will cost more in Omaha this year than in years past. Contractors declare that this upward tendency in cost will be quite noticeable when the city asks for bids for the laying of pavements. Whether this prediction will come true or not will soon become manifest, as the Board of Public Works will open bids for several jobs of paving at its next meeting.

There are several causes for the expected increased cost of public works. One of the most important of these arises from the fact that General Prosperity is encamped in Omaha's midst. According to the statements of contractors, the price of labor has materially risen, as the demand has considerably increased. The cost of all sorts of materials—sand, brick, stone and other things needed in public works—has also gone upward. For example, brick is said to bring \$1 a thousand more than it did last year.

Last year most of the pavement laid was asphalt, and the bids on this ranged all the way from \$1.18 to \$1.60 a yard. Paving contractors declare that the citizens of Omaha need expect no such figures as the minimum of last year. They say that they made no money on the lower figures then and with the increased cost of labor and material such bids now would mean a considerable loss. None of the contractors care to give away any of their bids in advance, but they think if any contract is let for \$1.40 a yard for asphalt paving the city will be lucky. The cost will range from that figure up to \$1.70, and even over.

Another reason for increased cost of paving will result from the narrowed competition. J. B. Smith, who was largely instrumental in bringing the cost of asphalt paving down, will not bid this year, it is said, and his absence will have a marked influence. There are some rumors of a combine among the remaining contractors, but no deal of any sort has yet been consummated, nor have any steps in that direction been taken.

The figures offered for the construction of permanent sidewalks first opened the eyes of the city officials to the upward tendency of prices. The contract for building artificial stone sidewalks was awarded to the Grant paving company at a bid of 11 cents, which is 1 1/2 cents higher than last year. The contract for brick sidewalks was awarded on a bid of 11 1/2 cents, which is 3 1/2 cents higher than a year ago.

Other causes have helped to raise these figures, but the increased cost of labor and material are held to be the most responsible. Better construction of sidewalks is required this year, and the decision of the courts that special fund warrants issued in payment of this class of work are not negotiable has had something to do with boosting prices, as it requires the city to hold the contractors until the taxes assessed for the improvement are paid into the city treasury.

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BAXTER GOING TO MANILA

Order Comes as a Surprise—He Will Leave Immediately Upon Being Relieved of Duties Here.

Captain John Baxter, Jr., acting chief quartermaster for the Department of the Missouri, has received orders to go to Manila. The order came as a surprise to the captain, but he accepts it philosophically and is ready to leave at once. He has held his duties with the department here. He thinks that will be in about two weeks. At the outbreak of the war Captain Baxter was stationed at Fort Riley, Kan., where he was constructing quartermaster. He was ordered to Omaha to relieve Major Jones, who had been ordered to Manila, and has served as quartermaster for the department since that time. He attributed his change of station at this time to the increasing amount of business in the quartermaster's department at Manila, requiring additional assistance.

MAGNIFICENT TRAINS.

Omaha to Chicago.

The Chicago, Milwaukee & St. Paul railway has just placed in service two magnificent electric lighted trains between Omaha and Chicago, leaving Omaha daily at 5:45 p. m., arriving Chicago at 5:25 a. m., and leaving Chicago 6:15 p. m., and arriving Omaha 8:20 a. m. daily. Best line to south and east. No bus transfers in St. Louis. Homeseekers' half rate (plus \$2.00). Excursion on sale first and third Tuesday each month. All information at "Port Arthur" route office, 1415 Farnam street (Paxton hotel block), or write Harry E. Moore, C. P. and T. A., Omaha, Neb.

Merced Hotel, 12th and Howard streets, Omaha. European plan, 50c.

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Secrecy Attends the Movements of the Soldiers at Fort Crook.

Secret orders have been received by Captain Grote Hutchison, acting assistant adjutant general for the Department of the Missouri, for the removal of the battalion of the Sixteenth Infantry, now stationed at Fort Crook. It is rumored that the troops are to be taken to Idaho to assist in quelling the strike among the miners, but Captain Hutchison, while refusing to discuss the orders received, says he thinks that when the troops are moved they will go through the Pacific coast for duty in the Philippines as per orders issued several weeks ago.

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There was great activity at the fort on Sunday after the receipt of the news and the four companies and headquarters are ready to go on a moment's notice. Further orders from Washington are now awaited.

Announcements.

The remarkable success of "The Moth and the Flame," Clyde Fitch's splendid society drama, which opened at the Fifth Street theatre Thursday evening, furnishes a clear illustration of the demand this year for plays of this caliber in preference to the usual comedy and farce. Herbert Keiley and Edna Shannon, who head the New York Lyceum theatre cast, which is to present the play, are two prime favorites, who in years past have received more cordial recognition here as stars of the David Frohman productions. As joint stars in "The Moth and the Flame" they are afforded better opportunities and shine with greater luster than ever before, the former revealing more clearly than ever the refined methods and pure artistic conceptions which make the Fitch drama the better, embodying all those charming, gentle, womanly qualities, together with an intense dramatic fervor and temperament, which the character demands. Seats now on sale.

The bill at the Orpheum this week contains many notable features, among them the famous orchestra, under the baton of the comedian, Caron and Herbert, who are undoubtedly the most amusing of the stage today. The Gypsy Quartet, consisting of an all-star cast of vocalists and extremely effective. This admirable organization is headed by Mr. Charles King, the celebrated contra-tenor. La Petite Beth, the pianist, is a new star, and has become a great favorite and has won no end of applause at each performance. Willie Weston, the little fellow who appears with James H. Manning in "The Irish Paddy-broker," has one of the most attractive boys' voices in the vaudeville world. All of these excellent features form a matinee attraction which is sure to prove a drawing card with the ladies and children.

A great combination will appear for one night only, this evening, at the Fifth Street church. Bruno Steindel is undoubtedly one of the few great cellists. He was for three years the soloist of the Berlin Philharmonic orchestra, under Bulow, and came from there to be a soloist for Theodore Thomas. Edmund Schuecker was taken by Mr. Thomas from the court of the duke of Saxony, and was previously the soloist of the harpist of the famous Gewandhaus orchestra of Leipzig. Mrs. Minnie Fish Griffin has received the endorsement of the best European critics. She has done much of the soprano solo work of the celebrated Chicago Apollo club. Mrs. Bruno Steindel, who will be at the piano, is a pupil of Liszt and has been one of the great interests and will probably excite the interest from "Cavalleria Rusticana," in which Mrs. Griffin will sing an aria from the opera. Steindel will play a "cello obligato. Schuecker will play on the harp, and Mrs. Steindel the piano.

Elect New Officers.

A special meeting of the board of directors of the Omaha Trust and Savings company was held at their office yesterday to consider the filling of the office of president, made vacant by the death of Mr. J. Clifford Richardson, and the office of treasurer, made vacant by the resignation of Mr. George W. Hoobler. Mr. Charles F. Weller was unanimously elected president. Mr. James Richardson vice president. Mr. Harry S. Weller secretary and treasurer, and Mr. Frank C. Patton director and assistant treasurer. Mr. George W. Hoobler's resignation was accepted with regret as he has been with the Richardson drug company since the commencement of business in Omaha, holding successively the positions of head bookkeeper, cashier and treasurer. He will hereafter engage in the financial brokerage business in this city. Mr. Frank C. Patton, who succeeds him, has been with the firm a number of years as a pupil of the late Mr. Richardson. He has been in the management and the business will go on as usual.

If you have piles, cure them. No use undergoing horrible operations that simply remove the results of the disease without disturbing the cause. Place your confidence in Dr. Williams' Witch Hazel Salve. It has never failed to cure others; it will not fail to cure you.

QUICKEST AND SHORTEST ROUTE

To St. Louis via Omaha & St. Louis and Wabash Route.

Leave Omaha 4:50 p. m., Council Bluffs 5:10 p. m., arrive St. Louis 7 a. m. Returning leave St. Louis 7:30 p. m., arrive Omaha 8:20 a. m. daily. Best line to south and east. No bus transfers in St. Louis. Homeseekers' half rate (plus \$2.00). Excursion on sale first and third Tuesday each month. All information at "Port Arthur" route office, 1415 Farnam street (Paxton hotel block), or write Harry E. Moore, C. P. and T. A., Omaha, Neb.

Merced Hotel, 12th and Howard streets, Omaha. European plan, 50c.

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