

PULSE OF WESTERN PROGRESS

Importance of Wyoming Oil Wells to Omaha Industries.

CAPITALISTS SHOULD BESTIR THEMSELVES

The Passing of Pioneer Methods—A Wonderful—Virginia City Settling Down—Railroad and Municipal Projects—Northwest News.

The subject of laying a pipe line from the Rocky mountains to the Missouri river for the purpose of conveying the product of oil wells, now flowing and others that would rapidly be developed in the oil-bearing districts of the mountain region, has been agitated more or less since it has been known that oil exists in the Rocky mountains. The natural descent from the oil fields of these mountains to Omaha is most favorable to this pipe line scheme. Omaha could be made the great central distributing depot for the Missouri valley and the benefits arising from such an industry cannot be estimated. The high price of fuel along the section traversed by this pipe line would make a demand for large quantities of crude oil for fuel, not only for manufacturing, but for heating purposes, and in a short time all the locomotives accessible to this pipe line would burn crude oil in place of Nebraska coal. This development would largely be constructed and operated by home capital, at least when including Colorado and Wyoming. The pipes could be made of Colorado iron. Refineries could be constructed in Omaha and Denver. The development of the Rocky mountain oil fields would equal or surpass Pennsylvania in her oil-bearing days. Cannot Omaha and Denver move in this matter?

C. F. SHEPHERD.

The Ground Settling.

A correspondent at Virginia City, Nev., reports that the ground over the mines in that city is gradually settling, and in settling is moving bodily eastward in which direction lie the deepest and most extensive underground workings. This movement of the ground, however, does not appear to much disturb the equilibrium of buildings as in former times—probably because it is now more general and regular. Some years ago, particularly in South C street, buildings were to be seen leaning toward all points of the compass, but at present these small local disturbances appear to have given away to and absorbed in the more steady general eastward or downhill movement. Though not much observed in structures on the surface, the instability of the ground makes itself disagreeably and expensively manifest at a very slight depth. The water or gas pipes are either pulled apart or pushed together until they are kinked and broken, and in places they are curiously "bumped up" and twisted. Strangely enough no cracks appear on the surface in the places where these underground evidences of movement are found. At present the chief of the fire department is having an overhauling of the pipes of the water system and excavations are to be seen all over the city. In most instances the trouble is to be found at points where the water pipes connect with the hydrants, but bad breaks are occasionally found in the direct lines of the main.

The March of Civilization.

The explosive vigor characteristic of pioneer life in the west is now a reminiscence. A more modern spirit dominates the land. In years not long past the ruling principle was the survival of the fittest. He who questioned the impetuosity of stranger or acquaintance or regarded their moral status invariably drew his gun, not only to punctuate his remarks but to prevent a sudden funeral. So marked was this characteristic that he who wagged a flippant tongue was looked upon as a prospective suicide—one who harbored the tired feeling which leads to the grave. The change from pioneer methods to modern freedom on the frontier was conspicuous in the late campaign. "You're a liar," "The charge is false," "I brand it as a fabrication," "My opponent wilfully perverts," and "It is as false as hell," are a few of the choice epithets which strew the political field. They were employed with reckless abandon in press and stump, yet no blood was spilled. Nary a corpse encircled the valleys or uplands. No premature funeral wailed its melancholy way to the millstone of weep. A vigilant and anxious watch was kept. The only blows proceeded from agitated lungs, which countless ballots soothed. The conclusion is irresistible. The explosive and bursting force of pioneer morals has been gathered to the fathers.

Death in a Bear Trap.

Four hundred Nez Perce braves, accompanied by their squaws and papooses to the number of 800, are in the midst of their annual hunt or slaughter in the mountains of their reservation. They are having great luck, and have already killed thirty-nine big bears, forty elk, 105 deer and scores of mountain sheep. Nearly all the bears have been caught in traps made of heavy logs, and the savage animals have caused the Redskins no end of trouble. One morning a half-breed named Pete Crawford crawled into a trap to see if the bait had been disturbed, and he ran right into a wounded bear that had crawled into the trap to sleep. The animal had not touched the bait, consequently the trap had not been sprung. The bear at once attacked Pete, seizing his neck with its powerful jaws and nearly biting off the Redskin's head. Pete's dying struggles sprung the trap, and the heavy logs fell and crushed both man and bear to death.

Pete's funeral.

The Indians had a high old time at Pete's funeral, which was held in revenge have inaugurated a relentless war against bears.

A Wyoming Wonder.

One of nature's strangest freaks, which the government is surveying with a view to making it a part of a public reservation, is the Devil's tower, or, as the Sioux Indians call it, the Matee Teepee, located on the Belle Fourche river in northeastern Wyoming. The country for fifty miles around consists of high table lands, deep canyons and narrow, fertile valleys—nothing to indicate the possible existence of any such freak of nature. The tower is a gigantic column, a monster obelisk of lava, which rises to a height of 1,729 feet, almost twice the height of the Eiffel tower. At the base the huge shaft measures 326 feet through one reach, and tapers to a diameter of five feet through, start at the base and run unbroken to the top, giving to the column a peculiar fibrous appearance.

THE RAILROAD PIONEERS

Narrative of One Whose Foresight Was Justified by Results

BUILDING TO THE MISSOURI RIVER

The Early Days of Omaha and Kansas City—President Lincoln and the Union Pacific Terminus—Exploiting New Towns.

Among the staunch, far-seeing financiers and builders whose aggressive enterprise opened the path of progress in the transmississippi region, Mr. James E. Joy of Detroit enjoys front rank. In a talk with a reporter of the Detroit Free Press Mr. Joy gave instructive reminiscences of railroad building across Iowa and the making of towns on the Missouri river.

"There was no trouble," said Mr. Joy, "in obtaining the right to bridge either the Mississippi or the Missouri. The difficulty was in getting money to do the work. The returns from an investment in building a railroad across the state of Iowa, 300 miles, through a country almost unsettled, were not easily perceivable, and many men of courage and enterprise were slow to engage in what seemed to them a doubtful scheme. The Quincy road had obtained a small land grant in Iowa, about 400,000 acres, and with the help of that, and the strength of our connections to the east—the Chicago, Burlington & Quincy, and the Michigan Central—the money was raised to build to the Missouri river. Our terminus there was to be at the point where the river Platte debouches into the Missouri, Plattsmouth—altogether the best place for the crossing, and otherwise desirable for a town—but we subsequently turned there and went upstream to Omaha.

"The conclusion shows what slight things sometimes decide the future of great cities. When it was discovered that the Union Pacific, after following the easy and natural route down the valley to the Platte, within four miles of Plattsmouth, deflected thence and went upstream twenty miles over rough hills and heavy grades to end at Omaha, I went to the directors to see about it. They gave me a hearing, and I did my best to convince them that it was for the interest of the country to join us at Plattsmouth. They agreed with me perfectly on this point, but said they were so tied up, as an absolute condition, to make Omaha the terminus, that they could not on any consideration, bring their line to Plattsmouth.

Selecting Omaha.

"President Lincoln, by the terms of the act, decided where the eastern terminus of the Union Pacific should be. When he was asked to select the place, he put his finger on the map at Omaha, and said: 'This must be the point.'

A Rich Country.

"While building the railroads in Missouri I was induced to travel up and down the river to Omaha. The distance is about 200 miles. The country along the shores is rich as the valley of the Nile. There are a number of good towns, Leavenworth, St. Joseph and others. It occurred to me that it would be a good thing to construct a line along the river to connect the two ends of our roads, the one terminating at Omaha and the other at Kansas City, and to reap the benefits of the tributary country. The line is as level as the river; there are no grades. The road was soon built and has been a profitable enterprise. More is proposed to the acre in its vicinity than in any other known region in the world.

An Important Question.

"As we progressed westward with the work, it became necessary to decide a question, as yet unasked, where should we cross the Missouri? Our charter took us to St. Joseph, but that was not completely satisfactory point, though we built there.

One Sunday evening three gentlemen from Kansas City came to my home in Detroit, and in my library they talked of the advantages of their city as the terminal point for our road. They had letters with them from people in Boston, who were in control of the Hannibal & St. Joseph and the Chicago, Burlington & Quincy railroads. These letters requested me to go to the Missouri river and decide upon the place for the crossing. Another town that wanted it was Leavenworth, where the government had established a military post and built an important fort.

Accordingly I went down there. The country had been desolated by the war, and had not yet begun to recover from its effects. At one place we passed near a village every house in which had been burned, and every door and window broken.

A team took me from St. Joseph, twenty miles through the woods, and there I crossed the river to Leavenworth. It was then a city of 6,000 or 7,000 people. It seemed a most beautiful place, a magnificent country, with handsome, level prairies—the finest I had ever seen—and a very pretty town.

THE RAILROAD PIONEERS

Narrative of One Whose Foresight Was Justified by Results

BUILDING TO THE MISSOURI RIVER

The Early Days of Omaha and Kansas City—President Lincoln and the Union Pacific Terminus—Exploiting New Towns.

Among the staunch, far-seeing financiers and builders whose aggressive enterprise opened the path of progress in the transmississippi region, Mr. James E. Joy of Detroit enjoys front rank. In a talk with a reporter of the Detroit Free Press Mr. Joy gave instructive reminiscences of railroad building across Iowa and the making of towns on the Missouri river.

"There was no trouble," said Mr. Joy, "in obtaining the right to bridge either the Mississippi or the Missouri. The difficulty was in getting money to do the work. The returns from an investment in building a railroad across the state of Iowa, 300 miles, through a country almost unsettled, were not easily perceivable, and many men of courage and enterprise were slow to engage in what seemed to them a doubtful scheme. The Quincy road had obtained a small land grant in Iowa, about 400,000 acres, and with the help of that, and the strength of our connections to the east—the Chicago, Burlington & Quincy, and the Michigan Central—the money was raised to build to the Missouri river. Our terminus there was to be at the point where the river Platte debouches into the Missouri, Plattsmouth—altogether the best place for the crossing, and otherwise desirable for a town—but we subsequently turned there and went upstream to Omaha.

"The conclusion shows what slight things sometimes decide the future of great cities. When it was discovered that the Union Pacific, after following the easy and natural route down the valley to the Platte, within four miles of Plattsmouth, deflected thence and went upstream twenty miles over rough hills and heavy grades to end at Omaha, I went to the directors to see about it. They gave me a hearing, and I did my best to convince them that it was for the interest of the country to join us at Plattsmouth. They agreed with me perfectly on this point, but said they were so tied up, as an absolute condition, to make Omaha the terminus, that they could not on any consideration, bring their line to Plattsmouth.

Selecting Omaha.

"President Lincoln, by the terms of the act, decided where the eastern terminus of the Union Pacific should be. When he was asked to select the place, he put his finger on the map at Omaha, and said: 'This must be the point.'

A Rich Country.

"While building the railroads in Missouri I was induced to travel up and down the river to Omaha. The distance is about 200 miles. The country along the shores is rich as the valley of the Nile. There are a number of good towns, Leavenworth, St. Joseph and others. It occurred to me that it would be a good thing to construct a line along the river to connect the two ends of our roads, the one terminating at Omaha and the other at Kansas City, and to reap the benefits of the tributary country. The line is as level as the river; there are no grades. The road was soon built and has been a profitable enterprise. More is proposed to the acre in its vicinity than in any other known region in the world.

An Important Question.

"As we progressed westward with the work, it became necessary to decide a question, as yet unasked, where should we cross the Missouri? Our charter took us to St. Joseph, but that was not completely satisfactory point, though we built there.

One Sunday evening three gentlemen from Kansas City came to my home in Detroit, and in my library they talked of the advantages of their city as the terminal point for our road. They had letters with them from people in Boston, who were in control of the Hannibal & St. Joseph and the Chicago, Burlington & Quincy railroads. These letters requested me to go to the Missouri river and decide upon the place for the crossing. Another town that wanted it was Leavenworth, where the government had established a military post and built an important fort.

Accordingly I went down there. The country had been desolated by the war, and had not yet begun to recover from its effects. At one place we passed near a village every house in which had been burned, and every door and window broken.

A team took me from St. Joseph, twenty miles through the woods, and there I crossed the river to Leavenworth. It was then a city of 6,000 or 7,000 people. It seemed a most beautiful place, a magnificent country, with handsome, level prairies—the finest I had ever seen—and a very pretty town.

THE RAILROAD PIONEERS

Narrative of One Whose Foresight Was Justified by Results

BUILDING TO THE MISSOURI RIVER

The Early Days of Omaha and Kansas City—President Lincoln and the Union Pacific Terminus—Exploiting New Towns.

Among the staunch, far-seeing financiers and builders whose aggressive enterprise opened the path of progress in the transmississippi region, Mr. James E. Joy of Detroit enjoys front rank. In a talk with a reporter of the Detroit Free Press Mr. Joy gave instructive reminiscences of railroad building across Iowa and the making of towns on the Missouri river.

"There was no trouble," said Mr. Joy, "in obtaining the right to bridge either the Mississippi or the Missouri. The difficulty was in getting money to do the work. The returns from an investment in building a railroad across the state of Iowa, 300 miles, through a country almost unsettled, were not easily perceivable, and many men of courage and enterprise were slow to engage in what seemed to them a doubtful scheme. The Quincy road had obtained a small land grant in Iowa, about 400,000 acres, and with the help of that, and the strength of our connections to the east—the Chicago, Burlington & Quincy, and the Michigan Central—the money was raised to build to the Missouri river. Our terminus there was to be at the point where the river Platte debouches into the Missouri, Plattsmouth—altogether the best place for the crossing, and otherwise desirable for a town—but we subsequently turned there and went upstream to Omaha.

"The conclusion shows what slight things sometimes decide the future of great cities. When it was discovered that the Union Pacific, after following the easy and natural route down the valley to the Platte, within four miles of Plattsmouth, deflected thence and went upstream twenty miles over rough hills and heavy grades to end at Omaha, I went to the directors to see about it. They gave me a hearing, and I did my best to convince them that it was for the interest of the country to join us at Plattsmouth. They agreed with me perfectly on this point, but said they were so tied up, as an absolute condition, to make Omaha the terminus, that they could not on any consideration, bring their line to Plattsmouth.

Selecting Omaha.

"President Lincoln, by the terms of the act, decided where the eastern terminus of the Union Pacific should be. When he was asked to select the place, he put his finger on the map at Omaha, and said: 'This must be the point.'

A Rich Country.

"While building the railroads in Missouri I was induced to travel up and down the river to Omaha. The distance is about 200 miles. The country along the shores is rich as the valley of the Nile. There are a number of good towns, Leavenworth, St. Joseph and others. It occurred to me that it would be a good thing to construct a line along the river to connect the two ends of our roads, the one terminating at Omaha and the other at Kansas City, and to reap the benefits of the tributary country. The line is as level as the river; there are no grades. The road was soon built and has been a profitable enterprise. More is proposed to the acre in its vicinity than in any other known region in the world.

An Important Question.

"As we progressed westward with the work, it became necessary to decide a question, as yet unasked, where should we cross the Missouri? Our charter took us to St. Joseph, but that was not completely satisfactory point, though we built there.

One Sunday evening three gentlemen from Kansas City came to my home in Detroit, and in my library they talked of the advantages of their city as the terminal point for our road. They had letters with them from people in Boston, who were in control of the Hannibal & St. Joseph and the Chicago, Burlington & Quincy railroads. These letters requested me to go to the Missouri river and decide upon the place for the crossing. Another town that wanted it was Leavenworth, where the government had established a military post and built an important fort.

Accordingly I went down there. The country had been desolated by the war, and had not yet begun to recover from its effects. At one place we passed near a village every house in which had been burned, and every door and window broken.

A team took me from St. Joseph, twenty miles through the woods, and there I crossed the river to Leavenworth. It was then a city of 6,000 or 7,000 people. It seemed a most beautiful place, a magnificent country, with handsome, level prairies—the finest I had ever seen—and a very pretty town.

BOYS

Now we have a sale specially gotten up for the BOYS: BOYS must wear clothes and BOYS must have bargains. Don't allow anyone to even insinuate that these are not bargains until you have seen what we offer you. Cold type won't express it. Seeing is believing.

BOYS' all wool suits, ages 4 to 14, in two pieces, single or double breasted and four different shades. They are generally advertised as bargains at \$2.50; some even ask \$3 for them.

\$2.50 BOYS' OVERCOATS with capes. \$4.00 BOYS' ULSTERS

On account of the sizes being broken we are selling them at half their value.

To see them Is to buy them.

Columbia Clothing Co., Corner 13th and Farnam.

RADWAY'S READY RELIEF FOR PAIN THE CHEAPEST AND BEST MEDICINE FOR FAMILY USE IN THE WORLD

SAPOLIO LIKE A GOOD TEMPER SHEDS A BRIGHTNESS EVERYWHERE.

MANHOOD RESTORED! "Nerve Soeds," the wonderful medicine for all nervous diseases.

50 Years Settles It CONSUMPTION CAN BE CURED.

How to Cure Freckles IN 3 DAYS. MME. M. YALE'S LA FRECKLA WILL DO IT.

Dr. Schenck's Pulmonic Syrup. When all else fails comes to the rescue.

BARRELS of IT SPECIFIC OXYGEN and for 30 days, offer Inhalations Free.

Mme. M. Yale's Temple of Beauty, 146 State St., Chicago, Ill.

RIPIAN'S TABLETS regulate the bowels, are safe and effective.

IF YOU EVER SUFFERED FROM Indian Depredations

If you are in position to take advantage of the laws relating to

PENSIONS

you have taken up a piece of Public Land.

If you have made an invention on which you desire to secure a

Patent,

You should communicate with the Bee Bureau of Claims

The object of this bureau is to give every person holding a legitimate claim against the government the advantage of residence in Washington.

Absolute Security.

You do not know whether the average Washingtonian respects your property or not, although on general principles you would naturally suppose that he would.

Expert Specialists

for each of its departments. Its Indian depredation cases are carefully worked up, with all the evidence required by law, and argued before the court of claims in such a manner as to bring out most favorably all the essential points.

Its pension cases are handled in strict accordance with the rules of the General Land Office, so that no delays or complications ensue in the orderly settlement of the claims.

Bee Bureau of Claims

Room 220, Bee Building, Omaha, Neb.

Hard-ware, and a good deal of it, comes to the clothes that are washed without Pearline. It's spelled differently, but it gets there just the same. Not with Pearline, though. The rub, rub, rub and the hard work is left out. Practically, it washes without you, and without any of the troubles, drawbacks and losses that you want to avoid. But you can always depend upon three things that Pearline washes with. These are ease, safety and profit.

Beware of cheap imitations. Pearline is as good as "or" the same as Pearline. IT'S never peddled, if your grocer sends you an imitation, be honest—send it back. JAMES PYLE, New York.