jects will be taken up in order, during the remainder of the afternoon and evening: jects will be taken up in order, during the remainder of the afternoon and evening:
"Cultivation and Uses of Ramie," Prof. Waterhouse of St. Louis; "American Shipping." Hugh Craig, San Francisco; "State-hood for Territories." ex-Governor Prince of New Mexico, Hon. Sidney Clarke, Oklahoma; "Forestry in the Rocky Mountains," Prof. John R. Park, Sait Lake.

The election of officers will be the first order of business Tuesday morning. In view of the fact that but faw of the delegates are on the ground there is but little tendency to

on the ground there is but little tendency to discuss the probable action of the convention

in that particular. One of the prominent features in the convention will be ex-Governor L. Bradford Prince of New Mexico, He has been for years Prince of New Mexico. He has been for years in the forefront of all enterprises for the de-velopment of the west. He went to New Mexico in 1879 by appointment of President Hayes as chief justice of the territory, and served in that capacity through the remain-der of that national administration and a part of the next. He was governor during administration of Prisident Harrison. He went west from New York, of whose legis he was for many years a member Being a good deal of an antiquarian he has found the southwest full of interest for him and has spent a great deal of time rumaging among the suins of the old Indian and Az ec of that region, and has unearthed many valuable relies of the old age. One hundred Astec Idols collected by him are now in the possession of one of the eastern scientific societies with which he is connected. Paz Valvede, also a delegate from New Mexico, is county clerk at Santa Fe and has

served in the territorial council. The following gentlemen have been selected to represent the Commercial club in the convention: T. J. Mahoney, H. W. Yates, Thomas Kilpatrick, Dudley Smith, R. W. Richardson, C. W. Lyman, Judge L. H. Bradley, Z. T. indsey, George W. Wattles, Hon, George W. Lininger, Hon. Charles F. Manderson and ex Governor Alvin Saunders.

## **00000000000000000000000** SOUTH OMAHA NEWS

A certain republican faction is preparing to boost Captain Kelly to the front when it comes time to nominate a camdidate for mayor. This faction will, it is understood throw J. B. Smiley, Councilman Blanchard and Councilman Hyland overboard, and pin its faith to Kelly. This plan was put up at a secret meeting a day or two ago, and may carry. In the meantime Captain Kelly sawing wood and saying nothing Blanchard denies that he is a candidate for any office. He declares he has had all the honor he wants, and is willing to step down and out when his term expires. Hyland is the republican representative of the Third ward in the council, and admits having a majoralty bee buzzing in his bonnet. Mr Hyland has only been in politics for a short time, having been elected a member of the council last April.

Among the democrats Ed Johnston has stated positively that he will not run for re-election. Johnston made the race three times, twice he was defeated and once elected, and he says that he is willing now to retire to his farm on the hill and not trouble himself about politics any more. Friends of Johnston, however, say that when the time comes he will be in the race for Doe Euser would like to hold mayor's chair for a couple of years, but, of course, if you say anything to Doc about it, he will tell you that he is too busy with his patients to accept any-thing of the kind. All the same his man Hughes is about and keeps an eye on the

situation.

Jim Bulla, democratic councilman from the First ward, is another ambitious member of that body who would like to step into Ed Johnston's shoes next spring. Johnny Ryan would not object to the job, but he would much prefer to be city treasurer, and he is trimming his sails for that port now. Jack Walters is not averse to trying his hand at the helm again and may be a candidate. He certainly will if he can get the nomination.

For a Southern Outlet. Ex-Mayor Sloan thinks that the property owners and business men of South Omaha should get together and induce the city council to pave Twenty-fourth street to the county line on the south. Sloan thinks that if this were done, the commissioners in Sarpy county would manage to build a good roadway from Omaha citizens, the boulevard will be made along Thirteenth street and South Omaha will not get any benefit of the traffic. He is of the opinion that by a concerted action Twen-ty-fourth street at Wyman could be straightened and pavement laid clear to the line. If this were done Sarpy county would surely continue the road and thus a great thoroughfare between Omaha and Fort Crook would be established. There is some talk of a meeting of citizens to consider the matter.

It Flooded the Tracks. A water main at the foot of lower N street and under the railroad tracks burst about 10 o'clock Saturday night and the tracks were flooded. Yesterday morning there was an inch of water and ice between the rails. A gang of men went to work and dug a hole down to the break and took out the broken portion. Until late yesterday afternoon water in business places on lower N street

Captured a Half Dozen Wolves. The wolf bunt at Sarpy mills yesterday was a success. A big crowd from this town went out, as also did a lot of hunters from Omaha. A number of South Omaha folks drove out to the mills in the afternoon to see how the hunters were enjoying themselves. A half dozen wolyes were captured.

Ench Will Get a Turkey. W. N. Babcock, general manager of the stock yards, has purchased a couple of hundred turkeys and will give each employe at Thanksgiving feast. The yards will be closed on that day, but all stock coming in will be taken care of.

Magie City Gossip. son has been born to Mr. and Mrs. Mike Donovan. Councilman James H. Bulla has returned W. R. Patrick intends to drop the practice

of law for a time and travel for a legal blank Ex-Police Judge King is very sick and it "The reported that he is in destitute circum- Europe.

for deputy sheriff. Several other local poll-ticians are after the job. Deputy Sheriff Carroll has taken Miss Clara Sullivan, Thirty-first and L streets, to the

nsane asylum at Lincoln. John Gribble, manager of the commission firm of Perry Bros., returned yesterday from Wayne, where he took a train load of

Edward Cozzens of Oskalooza, Ia., was he guest yesterday of Captain Kelly. Cozthe guest yesterday of Captain Keny, zens and Kelly served in the same company during the war. They had not met for a during the war. They had not met for a

meeting of the Ideal club will be held Tuesday evening at the office of B. E. Wil-cox, at which time it is expected that the committees on hall and music

cal selections were given by Miss Lauer, J. G. Detterbeck, M. Felermann and Jacob Kopp. Hans Afhert played a violin solo and he and J. Caok a violin duet. The musical program was followed by the presentation of a little farce, entitled "Women should Not Smoke," and this by a dance. The Liederkrans is preparing for the annual entertainment in February, which will be on a scale not heretofore attempted by it.

indiscretions," was a passenger on the steamer La Bourgogne, which arrived here this afternoon. The powers at Washington are said to be displeased with a letter he wrote to President Paure of France, his personal friends congratulating him upon his election to the office of chief magistrate. The admiral was seen as he left the ship. He seemed in a happy frame of mind, and was willing to talk a nimest any subject but that of his rumored recall.

YORK COUNTY DISTRICT COURT.

Criminal Docket Nearly Cleared and Work on the Civil Side Commenced. YORK, Neb., Nov. 24.—(Special.)—The criminal work of the York county district ourt docket is about at an end, there being ut one more case to be tried. The State of Nebraska against Raiph Woodruff, wherein the defendant is charged with enticing a 16year-old girl of this place away, for the pur-pose of persuading her to have illicit intercourse with several of the young toughs of this place, has been on trial for two days, but has been submitted to the jury. There was a case against Charles E. Mathews of his place, charged with allowing this crime to be committed in his house, but this will not come to trial. The jury in Woodruff's

case has been out twenty-four hours.

The case of Prewitt against the B. & M. rallroad was taken up yesterday, and was submitted to the jury. Prewitt asks damages against the B. & M. for a hedge fonce damaged by sparks from an engine.

The case of the State against Wallen will probably come to trial on Monday. This case s where the defendant, upon catching a boy n his watemellon parch this summer forced him to give him a saddle from the horse pon which he was riding. As this was one on the public highway it seems that the

defendant has laid himself liable to prosecu-

ion on the grounds of highway robbery. Hon, W. F. Cellins of Lincoln on Friday evening lectured to the students of the York college on the subject, "Gur Boys," To add to the lecture, Miss Bell Warner of this city accompanied by an octet nstrumentalists, which captivated the audiors. Mr. Kenny, rendered a very pleasing violin solo. The evening was under the mappings of the Young Men's Christian assoation of the York college. R. Rae of this place returned home from

he west yesterday. Miss Grace Will of Bradshaw was in the ty yesterday, returning in the afternoon. Hon. N. P. Ludden spent yesterday after toon in Lincoln, returning home last evening Mrs. Will Crabb left yesterday morning or Lincoln, at which place she spent

Sunday with her mother and brother. The Hastings foot ball club will play the York college eleven Thursday. This is the leven which is to play the University eleve Monday. Rev. Mr. Talbot of this place, who has seen away for some time, arrived home last evening, much improved in health, and will

esume his pastoral work here. lay for Ohio, where he was called on an Mr. and Mrs. H. Gould, who have been visiting in Sedalia, Mo., for some time, re

urned yesterday. Stock Feeding at Gordon GORDON, Neb., Nov. 24.-(Special.)-The elty council at its last meeting contracted for the placing of a sixteen foot aerometer and pump over the well supplying the city water works. The steam plant, which has previously been used, will remain in positio

The sheep industry is rapidly growing into minence in this county, tributary to Gor-a. The four or five brands of sheep which were ranged here last summer have ap parently proven so successful that in the neighborhood of 20,000 sheep have been laced in this immediate vicinity this fall Fully 5,000 head of cattle, mostly steers rom Nevada, N. M., have been unloaded a Irwin and Merriman stations, just east of here in the sand hills to be wintered through on the abundance of range and hay with which this section is supplied.

Companies Consolidate. FAIRBURY, Neb., Nov. 24 .- (Special.)-The Fairbury Electric Light and Power company has sold its franchise and plant to Water Works company, and the two plants will hereafter by under one manage-ment. A new power house will be built ad-joining the pump house of the Water Works company on Third street, and new bollers and engines put in. The consideration of the sale is said to be \$10,000.

Poultry Show at Tecumseh. TECUMSEH, Neb., Nov. 24.—(Special.)-The first annual exhibition of the Tecumsel Poultry association will be held here Thursday, Friday and Saturday. Mr. George Van Houten of Auburn will superintend the and C. A. Emry of Carthage, Mo., will do the scoring. Secretary Dafoe announces a large number of entries already.

Fire at Lyons. LYONS, Neb., Nov. 24.-(Special Telegram.)-Search Trammer's livery barn was burned this morning about 2 o'clock. buggles and a cow were burned; nothing saved. Insured for \$890. Mrs. Cawthorn's louse near by was considerably damaged.

Closed on a Mortgage. FAIRBURY, Neb., Nov. 24,-(Special.) Frank Crawford's grocery store, in the opera house block, was closed yesterday un-der a chattel mortgage of \$1,500.

## PULPIT EDITORIALS

REV. FRANK CRANE.

The Armenian trouble: One who seeks to know the truth about the Armenian imbrorilo is liable well-nigh to despair at the conflicting the Turks, and, of course, the latter, purely the yards who is married a fine bird for a in self-defense, must slaughter them; on the other hand, the press correspondents and the missionaries and the Armenians themselves send out the most horrid accounts of the inhumanity of the Kurds and Turks. This pulpit has tried to get at the truth of mat-ters, and, as near as it can ascertain, the real status of affairs is accurately and intelligently stated in the following words, which were uttered by Mr. M. Mangasarian, an Armenian, at a mass meeting at the First Congregational church in Evanston, Ill., on November 17:

"The Turks are the Novi homines of tances.

Europe. They are a parvenu, a mushroom people, who hold their domains by sufferance.

Friends of W. S. Babcock are pushing him It is just to designate the Ottoman empire as a mere military encampment without any deep roots in the soil—a gypsy camp, which, in spite of the fact that once it occupied on the face of the globe more than 100,000 square leagues, has been steadily diminishing and dwindling until now it looks as if the time had come to drive these squatters back alto-gether to the deserts and steppes whence they originally emerged.

"The sympathizers with the sultan ought to bear in mind that the Turks are, strictly speaking, foreigners in the lands which today they call their own. After these many centuries they have not outgrown their Tartarism ture of the people they have subjugated.

"The Ottomans are by religion Moham-medans, and that is a factor and feature of

cox. at which time it is expected that the committees on hall and music will be able to report. It is the intention of the club to give dences twice a month during the winter.

The funeral of A. Prederickson, who committed suicide by hanging in the woods near Albright, was held at the First Presbyterian church yesterday afternoon. The services were conducted by the Modern Woodmen. Rev. Dr. Wheeler preached the funeral sermon. Interpret was at Laurel Hill cemetery.

Omnha Liederkrans Entertainment. Last evening, at its hall, the Omaha Liederkrans day to the only exclusively Christian country in Asia, is today fighting the battle of civilization, and if she wins Europe will be the greatest gainer. Should the martyrdom of Armenia bring about the overthrow of the worst rule that humanity has ever suffered from, the price, great as it is, will be worth the cost. Some future historian will express the gratitude of Europe and America to the Armenians for noble assistance—the beginning of the emancipation of all title farce, entitled "Women Should Not Smoke," and this by a dance.

The Liederkrans is proparing for the annual catertainment in February, which will be on a stell not heretofore attented.

Strange to say it is Christian England.

Strange to say it is Christian Ragiand.

nual entertainment in February, which will he on a scale not heretofore attempted by it.

Rear Admiral Kirkland Arrives.

NEW YORK, Nov. 24.—Rear Admiral W. A. Kirkland, who, it is officially reported, has been recalled from his command of the European squadron, "because of certain ern possessions."

all Asia."

Strange to say it is Christian Eugland that, more than any other European power, is standing in the way of the abolition of Turkish rule in Europe. England who forced the opium traffic upon China for the sake of greed is standing for the integrity of Turkey for fear of jeopardizing her castall Asia."

THE

Growth of Population and Material Wealth Beyond the Mississippi.

HISTORIC FACTS AND CONVINCING FIGURES

Rallway and Postal Facilities, Colleges and Public Schools, Mineral Wealth, Products of the Farm and Orchard-Live Stock.

In view of the approaching sessions of the Transmississippi congress, which meets in Omaha today, where subjects bearing on the growth and development of the west are to be discussed. The Bee reprints for the benefit of those interested the following extracts ghany mountains in their northern and less at the 100th meridian and terminating at the of those interested the following extracts from the address delivered by Hon. Edward Rosewater before the Young Men's Christian

Even after two centuries of struggle the land was still untamed forests, except here and there a strip of cultivated soil. The minand there a strip of cultivated soil. The min-erals lay undisturbed in their rocky beds, and more than two-thirds of the people clung to the seaboards within fifty miles of the tide-water, where alone the wants of clivilized life-could be supplied. The center of population rested within eighteen miles of Baltimore, north and east of Washington. The entire continent was not much easier to penetrate continent was not much easier to penstrate than when La Salle and Hennepin found their way to the Mississippi more than a century before.

"Two wagon roads crossed the Alleghany untains in Pennsylvania, one leading from Philadelphia to Pittsburg, one from Po-tomac to the Monongahela, while a third passed through Virginia southeastward to Knoxville, Tenn. with a branch through the Cumberland gap in Kentucky. By these roads and by trails less passable from North and South Carolina, or by waterways from the lakes, between 400,000 and 500,000 persons had invaded the country beyond the Al-

eghanies.
"Nowhere did eastern settlement touch the wertern. western. At least 100 miles of mountainous country held the two regions apart. The shore of Lake Erie, where alone contact seemed easy, was still unsettled. The In-dirns had been pushed back to the Cuyahoga river and a few cabins were built on the site of Cleveland. Even western New York was still a wilderness. Buffalo was not laid out. Rochester did not exist. Utica con-tained fifty houses. Albany was a Dutch city with some 5,000 inhabitants. "The people of the old thirteen states along

the Atlantic seaboard thus sen; westward a wedge-shaped mass of nearly 500,000 persons from the region penetrated by the Ten-nessee, Cumberland and Ohlo rivers to the western limit of the union. With the exception that 500,000 of people had crossed the Alleghanies and were struggling with diffi-culties that appeared almost insurmountable America, so far an concerned physical prob-lems, had changed little in fifty years. The same bad roads and difficult rivers connect ing the same small towns stretched into th same forests in 1800 as when the armics of Braddock pierced the western and northern a few miles farther from the seacoast. The 5,000,000 Americans struggling with the untamed continent seemed hardly more competent to their task than the beaver and which had for countless generations made bridges and roads of their own.

"Even by water along the seaboard commu-nication was as slow and almost as Irregular as in colonial times. At the opening of the as in colonial times. At the opening of the nineteenth century no regular packet plied between New York and Albany. Passengers waited till a sloop was advertised to sail, they provided their own bedding and supplies, and week on the North river or on the sound a week on the North river or on the sound was an experience not at all unknown to travelers. The settler who, after buying wagons and horses, hauled his family across the mountains, might buy or build a flat bottemed ark to float with him his belongings down the Ohio river, in constant danger of being attacked or being sunk. If he carried his tobacco and wheat down the Mississippi to the Spanish port of New Orleans and sold it, he might return on horseluck through the it he might return on horseback through the Indian country from Natchez to Nashville, or he might take ship to Philadelphia, if a ship were about to sail, and again cross the Allerated the interior were liable to be made dangerous by freshets, and both dangerous and impassable by drouth, yet such as they were these streams were made the main paths

of traffic. "In the year 1800 one general mail route extended from Portland, Me., to Louisville, the time required for the trip being twenty days. From Philadelphia a branch line went to Lexington in sixteen days and into Nash-

ville in twenty-two days.
"The gross receipts for postage in the year ending October 1, 1801, were only \$320,000 for the whole United States. For the year 1891 the postoffice receipts at Omaha alone were \$264,588.99, exclusive of money order transfers, which aggregated \$1,836,545.91.
"In 1890 the census of the city of Boston showed 25,000 inhabitants. In appearance Boston resembled an English market town.

The sidewalks as well as the crooked and narrow streets were paved with round cobble stones and were divided from the carriageway only by posts and a gutter. The streets were almost unlighted at night, the few oil lamps rendering the darkness more visible and the rough pavements rougher. Such a thing as police hardly existed. The total bank capital of Boston at the beginning of this century, including a branch bank of the United States, was about \$2,500,000.

"The state of New York had a population of 573,000, and the valuation of all the prop-erty of the Empire state was a fraction over accounts of affairs there. The sublime porte such sublimer cheek issues official information to the Turkish embassy at Washington that the unruly Armendans are still rising against the course of the Embler state was a fraction over \$100,000,000, while that of Massachusetts was \$44,000,000, or leas that of Massachusetts was \$48,000,000, or leas that one-half of the "New York City had a fraction over \$60,000 pound of Nebraska at this time." population. The city resembled a foreign seaport, badly paved, undrained and as foul as a town surrounded by the tides could be. No day police existed. The night police consisted of two capitains, two deputies and seventy-two men. Two banks besides the branch bank of the United States supplied the American metron. the financial wants of the American metrop-

olls.
"During the first quarter of the present century the westward trend of civilization was very slow. Up to 1825 canals had not been thought of west of New York. The average time required to make a trip from Cincinnati to New Orleans and back was six months. The craft made use of were neces-sarily small and the cargoes proportionalely sarily small and the cargoes proportionately light, and when they arrived in New Orleans in flat boats, which could not be taken back, the boats were abandoned and the hands returned by land. Under such disadvantages the commerce of the country was nominal. The farmer had no motive to increase the produce of his fields beyond the wants of his family and of newcomers who might settle in his neighborhood. Corn and oats rarely commanded more than 10 or 12 cents a commanded more than 10 or 12 cents a bushel and wheat from 30 to 40 cents. The average price of good beef was \$1.50 per 100, and pork from \$1 to \$2 per 100, according to quality.

"During this period our national government entered upon a scheme of internal im-provements. The national road commencing provements. The national road commencing at Cumberland, Md., and running thence westward to Ohio, through the state of Pennsylvania, and thence through central Ohio, was constructed at the expense of the general government, and about \$3,000,000 was expended on this highway by 1835. It was the first great national improvement in the direction of internal improvements.

between the waters of the north and south, awakened feelings of the most exalted patriotism. With the canals extended from the lake to the Ohio river, north and south, and the national road east and west. Ohio expertenced rapid growth and the valuation of property in that state, which was \$74,243,033, rose to \$593,581,911 by 1852, and the increase of population during that time was about 111 per cent. THE ADVENT OF RAILROADS.

however, to excite a keen and powerful com-petition between the cities of the semboard for ghany mountains in their northern and less lofty portions by means of canals and thus tsp the eastern watershed of the Mississippi basin. Bailmore, though nearer to the west 'In the year 1800 the United States of this ho on the report of the engineer. America contained 5,308,483 inhabitants, Gener. Bernard, who represented the Even after two centuries of the negro slaves, nature and financial characteristics. nature and financial obstacles to canal construction across the mountains as practically insurmountable. The highly wrought expectations were followed by despondency. Meanwhile the idea of a railway was suggested by parties who had observed the operation of the infant railroad. system of England. On the 4th of July, 1828, ground was broken for the Baltimore & Ohio railroad, and the first passenger railway in the United States was placed under construction. New York soon organ-ized the New York Central and New York & Erie railways to draw the western producfrom the prolific regions bordering on Lake Erle. The construction of these railways and the previous lines of canal across the Alleghanies exercised a powerful influence on the destinies of the nation. Without the intervention of these modern improvements, the east and the west would have grown up is comparatively independent communities. The first line of separation which threatened the unity of the republic was that of north and south, which divided the east and westwere not indifferent to this competition. The South Carolina railroad was commenced in 1830, and in 1833 completed to Hamburg. 136 miles. It was then the largest railroad in the world, and was the first upon which appeared an engine of American construc-tion. It was also the first railroad upon which the mails were transported. Virginia and North Carolina also constructed lines of and North Carolina also constructed lines of railways connecting with the west and southwest, and these two primary sections of our country, east and west, had estab-lished along their entire lines of demarca-tion commercial relations and common in-terests of incalculable value, settling permanently the question of their political union RAILROAD HISTORY.

"In 1825, the very year that the Eric canal went into operation, an event hardly to be matched for its importance occurred—the successful application on the Darlington & Stockton railway of steam to purposes of locomotion. The railway first undertaken is the United States was a short line of about three miles for the transportation of granite to the Neponest river near Boston. The first locomotive ever used in the United States. iocomotive exer used in the United States was one imported from England in 1829. The first experimental trip was made in August 1829, but the use of the locomotive had to be abandoned because it was found too heavy. The first locomotive built in this country was placed on the South Carolina ratiroad in 1830. The use of locomotives, however, was not firmly established until 1832, just way years ago. In 1830 there were twenty-thre miles of railway in operation in the United

miles of railway in operation in the United States. By 1832 the milesge had increased to 229 miles, and in 1835 the country had 1.098 miles of railroad. The first through railroad from the cast westward was completed in 1842 between Boston and Albany, connecting at the latter place with the Erie canal. In the same year, the list link of the line from Albany to Buffalo was opened. At the end of 1848 the total milesge of all the railroads in the country was 5,996 miles, or about 500 miles more than there are now in the state of Nobraska. Forty years ago, in 1852, the railway mileage of the United States was 12,908. way mileage of the United States was 12,908. Kansas and Nebraska alone have 14,182 mftes of railroad at this time. In the spring of '51 the Eric railroad was completed from New York to Lake Erie, and in 1852 the Michigan Central was completed from Lake Erie to Central was completed from Lake Eric to Chleago. In 1853 the first continuous line of 1,000 miles of railway was formed between Boston and Chicago. In 1858 the Pittsburg & Fort Wayne railroad opened its important line from Pittsburg to Chicago, completing the second great trunk line from New York to Chicago.

"In the states west of Ohio no rallroad of Importance was constructed previous to 1849 The first line running east and west through Indiana was opened in 1853; the next line the Ohio & Mississippi, in 1857. The first rail road in Illinois was undertaken in 1839, but it was abandoned after a few miles had been constructed and mule power supplanted the locomotive as a measure of economy. The first railroad to connect Lake Michigan with the Mississippi river was the Chicago & Rock Island in February, 1854. The Burlington & Quincy railroad reached the Mississippi river in 1856 and the Milwaukee & St. Paul in 1858. It was not until 1859 that the Hannibal & St. Joseph, the pioneer railroad of the greater west, was completed to the Missouri river at St. Joseph. Six years later, in 1865. the Chlorgo & Northwestern railroad, which had distanced all competitors in the race toward Omaha, was completed to Council

"Nearly all the pioneers who caught the California or Pike's Peak fever came west by railroad as far as the Missouri river, and then from Leavenworth, Atchison and Omaha they crossed the plains by stage coach or by teams over plains and mountains through Utah, Nevada and on to the Pacific slope. "It is to the credit of the Mormons that they opened the path of civilization across the continent. It is chiefly through the Mormons that the roads were made more safe than they otherwise would have been by reason of the large number of Indians, many of whom were very savage and entirely unfriendly to whites, that roamed from one part of the continent to the other. These Mormons had been driven out from Nauvoo and Arkansas and Missouri. They first made a settlement on the east bank of the Missouri river at what is now known as Council Bluffs, but was then named Kanesville. They crossed the Missouri river and established the town at Florence and in the early spring of 1848 they started the large number of Indians, many of whom river and established the town at Florence and in the early spring of 1848 they started out across the continent on foot, with wheel-barrows or whatever conveyance they had at hand. Men and women walked all the way from the Missouri siver more than 1,000 miles through a wilderness where not a blade of grass had been grown by the hand of man. "The Mozmons were largely instrumental in the construction of the Pacific telegraph and Brigham Young constructed a great portion of this ploneer line between Sait Lake and Julesburg, where the connection was made on July 4, 1862, which placed the Atlantic and Pacific states in telegraphic communication.

"That the Mormons have done a great deal that will always be a blot upon their name is undoubtedly a historical fact, but that they have contributed, largely to the civilization of the western country cannot be gainsaid. CALIFORNIA'S PIONEERS.

provements. The national road commencing at Camberland, Md., and running thence westward to Ohio, through the state of Pennsylvania, and thence through central Ohio, was constructed at the expense of the gense exal government, and about \$3,000,000 was expended on this highway by 1835. It was expended on this highway by 1835. It was the first great national improvement in the direction of interpal improvement in the produce of the country. Would not defray the produce of the country between Lake Eric and the Ohio river with a view of discussing the practical canals in February 1825, an act was passed to provide for the internal improvary ment of the state of Ohio by navigable canals by an almost unanimous vote of the canals by an almost unanimous vote of the legislature.

"The discourty of gold in Callifornia in 1848 gave rise to an extensive ment of the state of Canals. The construction of the canals was begun in the construction of the canals was begun in 1822 the governor was authorized to employ engineers to make surveys of the country between Lake Eric and the Ohio river with a view of discussing the practical canals by an almost unanimous vote of the canals by an almost unanimous vote of the canals was ecomplished. The opening of the first Ohio canal was accomplished July 4. 1827. On that day the first boat descended from Akron to Cleveland. She was cheered to the passage by thousands of people who assembled from the adjacent country to witness the novel and interesting sight.

"According to Governor Trimble to the descended for the Passage by thousands of people who assembled from the adjacent country to the constituting the union of the canals was committed t "The discovery of gold in California in 1848

tion called for greater facilities of travel, The hear and brain of the American people had been perplexed with these problems from the commencement of our Pacific settlements. As early as 1849 a committee the house of representatives reported on the house of representatives reported on a project for the construction of a railroad from Lake Michigan to the Pacific ocean. The early projects resulting from very imperfect information were necessarily crude and unsatisfactory. The pressure of public interest involved, however, was too powerful to be postponed. "The advent of the railway revolutionized the entire bysism of travel, traffic and colonization. The magnificent resources of the great Missiscippi brein had attracted the attention of busiless men in the Atlantic states as promising an immense volume of trade between the two sections. The most exalted anticipations of the great west then included were exceedingly feeble compared with what has rince been realized. They were sufficient, however, to excite a keen and powerful comfinally culminated in the act of 1862, provid-ing for the construction of a main line of rallmouth of the Kansas river. The Central Pacific Railroad company, a corporation under the laws of California, was authorized to construct the western portion of this line. The magnitude of the task of constructing the initial line of the transcontinental rail way was largely overrated and immense profits consequently accrued to the capitalists who had faith in the enterprise. On the 16th of May, 1869, the golden spike was driven at Promontory Point, near the head of Saft lake, and the junction of the Central and Union Pacific railroads completed the bands of iron that unite forever the people Atlantic states with those at Golden Gate. Since that memorable event

> POPULAR AND POLITICAL GROWTH. "In 1850 the states and territories west of the Mississippi river had an aggregate population of 1,729,344, and the country west of the Missouri, excluding Texas, Lousiana, Arkansas and Missouri, had a population of only 132,597; in other words the population of the vast region west of the Missouri in 1850 was ot as large as the population of Omaha

today.

"In 1860 the population west of the Mississippi numbered 4,359,615, and that of the states and territories west of the Missouri 755,923, or about 300,000 less than the population of Nebraska is today. In 1860 the population of Nebraska was 28,841, and that of the two Dakotas 2,500. In 1890 the population of Nebraska was 1,056,793, and of the two Dakotas 511,527. In 1870 the population west of the Mississippi was 6,425,167, and the population of the states and territories west of the Missouri had reached 1,492,896. In 1890 the Missouri had reached 1,492,896. In 1890 the greater west contained a population of 15,170,-315, while the states and territories west of the Missouri aggregated 5,917,213 in popula-tion. Mark the contrast. From 755,000 population in 1860 the states and territories west of the Missouri had increased their population to fully 6,000,000 by 1892. In 1860 the popula in 1890 it had resched a fraction over 62,000,000. In other word, while the population of the United States doubled in thirty years, the population west of the Missour river himultiplied nine fold during the same period. "The nineteenth century, and more espe-cially the last half of it, has witnessed not morely the marvelous development of the material resources and colossal increase of wealth in the greater west, but also a great political revolution. One hundred years ago the 135 electoral votes cast for president were divided as follows: New England, 38 votes; New York, Pennsylvania and New Jersey, 34 votes, and the southern states, 62. Ohio, Indiana and Illinois did not appear in the electoral college until after the year 1800. It will be observed that the New England states, New York, Pennsylvania and New Jersey had a majority of six in the electoral college. The central states and the greater west—that is, the country west of he Mississippi-was entirely unrepresented The first political recognition of the region beyond the Mississ,ppi did not take plac until 1812, when Louisiana cast three votes in the electoral college out of a total o 218 votes. In 1820 the greater west was represented by Louisiana and Missouri with west, as it was then understood, was repre sented by Kentucky 12 votes, Ohio 8, In-diana 3 and Illinois 3, making in all 32 votes west of the Alleghanies. New York alon

had 29 electoral votes at that time. "In 1840 the total popular vote of the United States for president was 2,410,778, and the number of electoral votes 294, Kentucky, Ohio, Michigan, Illinois, Indiana ing west of the Alleghanies, had 65 votes Only 12 of these votes represented the entire country west of the Mississippi, while New York and Pennsylvania had 72 votes or 6 more votes than all the states west of the Alleghanies. The state of New Jersey cast as many votes in 1840 as did the whole

ountry west of the Mississippi. 'In 1852, just forty years ago, the popular ote for president was 3,144,501, represented y 206 votes in the electoral college. Of these Arkansas had 4 votes, California 4, Illinois 11, Indiana 13, Iowa 4, Michigan 6, Texas 4, Kentucky 12, Louisiana 6, Ohio 23; total, 96 votes west of the Alleghanies. While New York had 35 votes the country west of the Mississippi had only 31 votes in this election. Twenty years later, in 1872, the popular vote was 6,466,165, of which the country west of the Mississippi cast 931,078, the electoral college numbering 366. Arkansas had 6, Cali-fornia 6, Illinois 21, Indiana 15, Iowa 11, Kentucky 12: Louisiana 8, Kansas 5, Michi gan 13, Minnesota 5, Missouri 15, Nebraska 3, Nevada 3, Oregon 3, Texas 8; total west of the Alleghanies, 134 votes; west of the Mississippi, 68.

'The popular vote of 1888 for president was 11,384,937; that of the country west of the Mississ!ppi 2,388,602, or only 22,176 less than were cast in the whole union in 1840. "In the electoral college in 1892 we shall have 444 votes. Of these the greater west will have: Louisiana 8, Arkansas 8, Califor nia 9, Colorado 4, Idaho 3, Iowa 13, Kansas 10, Missouri 17, Montana 3, Nebraska 8, Ne-vada 3, North Dakota 3, Oregon 4, South Dakota 4, Texas 15, Washington 4, Wyoming 3; total, 119, and 58 of these will be west of

the Missouri, excluding Texas, Louisiana and Arkansas. All of the states west of the Alleghanies did not have one-fourth of the electoral vote in 1840. "It is safe to cay that in 1892 the states west of the Missouri alone will cast one-fourth of the popular vote in the United

THE GREATER WEST.

"Do you realize the magnitude of 'the "Do you realize the magnitude of 'the greater west?' Have you any conception of the vast resources of the empire that lies beyond the Missouri? The area of the whole United States is 3,527,000 square miles. The area of the 'greater west' is 2,129,155, and the states and territories west of the Missouri alone cover an area of 1,571,194 square miles. 'The greater west,' then, covers an area one-third larger than the states east of the Mississippl, and the states and territories

area one-third larger than the states east of the Mississippi, and the states and territories west of the Missouri, including Texas, cover a larger area than the entire country east of the Missouri river.

"In 1860 there were only 2,100 miles of railway in the country west of the Mississippi. Today the railroad mileage west of the Mississippi is 62,612 miles. In 1860 there were only 26½ miles of railroad west of the Missouri. Of these, California boasted 23 miles and Oregon 3½ miles. Today we have 35,450 miles of railroad in the states and territories west of the Missouri, or 4,815 miles more than the entire railroad mileage of the United States in 1860. United States in 1860.
"The number of postoffices in the United

The number or postomees in the United States thirty years ago was a fraction over 30,000. Now there are 18,799 postoffices in the states and territories west of the Mississippi, and of that number 9,296 are west of the Misand of that number 9,296 are west of the Missouri. Nebraska thirty years ago had 45 postoffices, while today she has 1,127. The total revenue of the postoffices west of the Mississippi for the past year was \$11,780,192. of which \$7,268,068 represents the postal receipts of the region west of the Missouri. In 1860 the total postoffice receipts for the United States were only a fraction over \$11,000,000. 100,000. "The greater west' is more than keeping

pace with the country at large in educational institutions. We have in the states beyond the Mississippi 121 universities and colleges of which number fifty-three are in the states and territories beyond the Missouri. The aggregate number of pupils enrolled in the public schools of the greater west is 3,212,843, of which number 1,329,881 are in the country west of the Missouri. Our own state has 250,000 children enrolled in her public schools. The number of school houses in the greater west is 61,518, of which number 29,422 are in the states and territories west of the Mis-

"The number of newspapers published in the whole United States thirty years ago was less than 5,000. Now the number of news-papers published in the region west of the Mississippi aggregates 5,509, of which number 3,122 are published west of the Missouri The assessed valuation of property, and personal, in the states and territories weat of the Mississippi aggregates \$3,543,-\$14,000, of which \$1,299,314,000 represents the assessed valuation of property west of the Missouri river. The assessed value is less than one-third of the real value, and it is safe to say that the aggregate value of property of the country beyond the Mississippi i not less than \$15,000,000,000.

LIVE STOCK, GRAIN AND MINERALS. Perhaps the most striking proof of the wealth and resources of the country west Mississippi is afforded by the reports Department of Agriculture for 1891. the close of last year the number of horse and mules in the states and territories we and mules in the states and territories west of the Mississippi was computed to be 8,458,509, and their value is estimated at \$462,539,621. The number of cattle is computed at 30,970,616, and their value is estimated to be \$461,093,268. The number of sheep and hogs is computed at 50,811,500, and their value \$168,158,075, in other words, the aggregate value of the live stock and horses west of the Mississippi in round numbers is \$1,091,890,962 "West of the Missouri and exclusive of Texas, Louisiana, Arkansas and Missouri, the number of cattle is 16,248,667, and their value is estimated at \$213,987,569; the number of horses and mules 4,536,080, value \$244,775,-053; number of sheep and hogs 23,382,783, value \$84,534,980, making the aggregate value of horses and live stock \$543,357,602. The total product of horses and mules of all the other states is 9,354,030, and their value is estimated at \$719,852,002.

cstimated at \$7.05,836,035, and their value is cstimated at \$7.05,836,035.

"The total number of cattle in the states east of the Mississippi is 23,096,974, and the value is estimated at \$461,034,021, so that the value of the cattle west of the Mississippi is a the greater west has undergone a most mar-velous development, the like of which we have no record of in ancient or modern fraction greater than that of all the states cast of the Mississippi, and the value of the cattle west of the Missouri is nearly one-half of the total value of all the cattle east of the Missouri, and the same ratio prevails as regards sheep and hogs. MINERAL PRODUCTION.

The production of lead west of the Missouri for 1891 is computed at \$12,385,780; cop per, \$13,261,663; silver, \$60,614,004; gold, \$31 per, \$13,261,663; silver, \$69,614,004; gold, \$31,-685,118; add to this coal, \$12,413,262, and you have a grand total of \$130,359,827 in the products of the mines. This computation, made by Wells, Fargo & Co., will fall short by many millions of the actual value of the products by reason of the omission of the various miner match. various minor metals. The coal produc west of the Mississippi in 1890 was \$24, 413,262, of which the Rocky mountain region produced \$7,486,000, and the amount of wages paid in the transmississippi valley for coal mining was \$17,156,395, of which \$5,558,244 was paid out in the Rocky mountain region The number of persons employed was 36,165. of these 9,793 were employed was 36,166.
Of these 9,793 were employed in the Rocky
mountain region. You will observe that
stock raising and farming has produced
vastly more wealth within the past few years in the region west of the Missouri than has been realized from the mining of precious

'The Great West' is rapidly gaining or the east in the number and extent of manufacturing establishments. According to the most conservative estimates the number of operatives now employed in factories and a wonderful versatility she possesses. The fun mills west of the Mississippi is 195,784, earn-with which the play is permeated is of a ing in wages \$75,436,378 a year; 74,585 of these factory and mill hands are in the country west of the Missouri and their yearly carnings aggregate \$32,773,414. The value of the product of the factories and mills west of the Mississippi during the year 1891 is computed at \$423,068,695, and the product of the states west of the Missouri alone is com-puted at \$198,722.653, and yet manufacturing in the west is only in its infancy in the ransmississippi valley.

## AMUSEMENTS.

Judging from the full house which at tended the presentation at the Creighton at the matinee yesterday afternoon, the "Black Crook" still retains the popularity it has attained through years of service. It remains the high illustration of the fact that the American people go to the theater for relaxation, that they want to see something that is chiefly nothing, mixed with some pretty effects, a few good tricks and a goodly number of laughs, instead of some solemn or heavy thing that they are compelled to think

Thompkins' presentation of "Black Crook," the original "Black Crook." is much the same good old thing over again, em-bellished with a number of new and clever specialties. The chorus is advanced, toos now convinced that what he knew before he knows now with twice the force. But people no longer go to see pretty young faces in a ballet, and the forms which go through the pretty dances and marched so harmoniously are well rounded enough to satisfy There is freedom, of course, but the atti-tudes have a considerable air of staidness and

specialty list is as good if not better than it was the last time the show was here. than it was the list time the show was here, and that is saying a good deal. It is probably headed by Miss Madeline Marshall, as Carline, and Mr. Sherman Wade as Greppo, the drudge. The antics these two go through are ridiculous, of course, but they are laugh able. Mr. Wade is athletic enough to make is acts more than funny parts. Miss Marshall is prettily-formed and pretty, and ath-letic, too, and her captivating smile and wink are more calculated to catch the heart of the audience than all the other footlight fairles in the show. The two have an excellent take-off on Trilby, in addition to a number of other good turns, of which dancing, new comic songs and comicalities of other kinds are the predominating features.

This quadrille a la Trilby, as it is called, comes in the third act, in ballet of popular The other numbers in the ballet are taken by the Spanish serenaders, the Wal-halla spielers and the musical dolls, all old but very clever, especially the latter, wh gave a performance that is without a rival their time. In the same act Bretour gives number of marvelously quick and clever im-personations of characters from an old maid to Cardinal Richelleu, and he embellishes these with appropriate catchy songs. He

caught the audience without effort.

The athletic pair of the company, Connie and John Rixford, give a sensational act, in which one is balanced on the other, head to head, and while in this position they disrobe outer garments and play musical instruments. This clever performance is supplemented by a number of agile tricks.

As has been mentioned, the dancing of the chorus is pretty and harmonious. It is seen to advantage in the brilliant march of the Amazons, executed almost without blemish. It is headed by two danseuses, Mile. Kraske and Mile. Meyerhuffer, whose toe dances were seen here before, and are all that could be

Mr. J. K. Emmett appeared as Fritz it "Fritz in a Mad House" at the Boyd last night. "Fritz in a Mad House" is simply a vehicle for Emmett, and little Baby Sinnott.



had that distressing disease, catarrh of the stomach. It proved most troublesome in the summer, and was accompanied by that tired feeling.' I took

Hood's Sarsaparilla and have not had a single attack of my old complaint even during the extreme hot weather. My general health is also much better." Miss MINNIE A. BEERS, Concord, Nebraska. \$1; six for \$5. Hood's Pills Hood's B

There is a large company supporting him, or rather them, but when the play is over the impression is left that they all have minor and small parts and that while they make perhaps as much as they can out of their lines, they do not have much to make any-thing out of. in a word, the play is "Frita" Emmett and Baby Sinnoit. Emmett is handicapped by his father's reputation. To those who have seen the father, the son's acting appears artificial. His tones tast night were plainly unnatural, and this was even the case in his singing, although it must be admitted that he has an excellent voice. He

danced with great grace and lightness.

To one who had no objection to seeing children on the stage, Little Baby Sinnott made the feature of the play. In her childishness she was eminently natural, and she danced with Emmett with a pretty babyish abandon. Her singing of "My Pearl is a Bowery Girl," with all its native slang and her movements during the song were partic-

Mr. Crane makes his appearance at Boyd's theater tonight, when he will make known his latest, and what is said to be one of his greatest successes "His Wife's Father."

The story, simply told, is that of a father, who, while marrying off his daughter and endowing his son-in-law with this world's goods, besides, has an idea that he still must and should be acceptable to his child. and should be everything to his child.

In the character of the foolish old man, Mr.

Crane is said to have a part that fits him capitally, and which enables him to play upon the humorous and the pathetic chords of his audience. Miss Anna O'Neill will be the daughter. Mr. Edwin Arden will be the son-in-law, and Miss Eleanor Barry will be the wildow. be the widow. There are fourteen characters in the play, which is divided into four acts.

Rice's "1492" will be seen at the Creighton for three nights, commencing with a matinee Thanksgiving day. The organization which produces "1492" includes Bessie Bonehill, a male impersonator, Richard Harlow, who can wear skirts and furbilows, and the famous Kilanyi living pictures. The sale of reserved seats opens at the Creighton box office at 9 o'clock this morning.

In "Our Flat," which will be Thanksgiving attraction at Boyd's, Emily Bancker, in-troduces something above the ordinary otham result.

The story tells of the troubles of a young married couple, who marry with nothing and turnish their flat from an installment house. furnish their flat from an installment house. Lack of customers for the young husbac's tragedies, and the unbending determination of the bride's father not to aid them make pretty hard salling, but they manage to keep up appearances, though it is all they do keep up. The scene where the agent of the installment house takes away every stick of furniture, and the young brided utilizes boxes and old boards and barrels, together with the curtains for the rehabilitagether with the curtains for the rehabilitation of her apartments, is said to be most amusing. Miss Bancker, who takes the part of the young wife, Margery Sylvester, is said to be an extremely beautiful woman, and together with a splendid voice, possesses talent of a marked degree. In the duet from Little Red Riding Hood, and in the traves-ties, incidentally introduced, is shown what with which the play is permeated is of a wholesome quality. The company is made up of such comic comedians as Will Man-Phillip H. Rylry, George W. James, Walter Parr, Aneta Elizabith Rosell, Channez Olney and others,

Major Percy Weadon, advance courier of the Bostonians, is in the city. His attraction comes to the Boyd for four nights, commenc-ing next Sunday. The reperto!re for the en-gagement has not yet been decided on, but will be selected in a day or two.

"Down in Dixle" will soon entertain the theater goers of this city, opening a four night engagement at the Creighton, with a matinee Sunday, December 1. This is the play with the cotton compress and the Pick-aninny band. It was written by Scott Marble, and is produced by Managers Davis and Keogh. The story of the play is very ex-citing. The rescue from the cotton compress is described as the most thrilling scene. The play abounds with jolly comedy. The Pickaninny band not only plays musical in-struments with great skill but also does a struments with great skill, but also does a very effective Zouave drill. The boys additionally appear in the characteristic sports of light-hearted plantation coons.

Walmaley Hurt His Eyes J. Walmsley was found lying at Twelfth and Dodge streets last night by Fiske. He was on the walk and blood was was somewhat under the influence of liquor, and it was said by some that he fell and struck his eyes against the curb. Others think Walmsley was assaulted.

AMUSEMENTS.

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PRICES-Lower floor 50c. 75c, \$1.00 balcony 35c and 50c; gallery 25c.

RICES Big Company in 1492 With Bessie Bonehill, Kilanyi Living Pictures, Richard Harlow. Matineo Saturday. Seats on sale this morning at 9 o'clock Pricos-25c, 50c, 75c, \$1,41.50. Matineo Pricos-25c, 50c, 75c, \$1.

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