2 THE ILLUSTRATED BEL.

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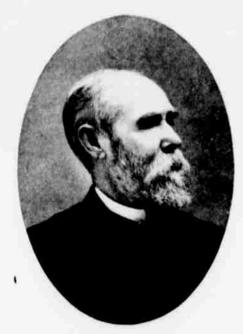
(E) tome of diretyliton; in an well known; not only in Omatics and Nebraska, bid throughout the entire west that no special intro-duction is required. The partrait of Edward Creighton which makes up the

THOF

being:

School."

trontispiece of The Illustrated Ree this woold reproduces an oil painting huma in the Creighton university as a memorial to its founder and benefactor. The great phillinthrough and charities which actest the public spirit of the Creichtons have sprung from the forcure made by Edward Creigh the demolation of which rests in his notable achievement is builder of the Paeiffe telegraph. When this great enterprise was first suggested, infiniting the possbilly of mitantoneous communication from arean to occus over the electric wire, it was generally regarded as a wild dream That it could be no quietly realized up to he ascribed to the indunitable energy of Mr. Creighton and the unbounded confidence he enjoyed from his accordance. The story of bli curvers rold in wanther column, is



COLONEL S. A. MOORE OF BLOOMFIELD THE OLDEST MEMBER OF THE COM-ING IOWA LEGISLATURE

compiled from a little book recently issued training on the Pensacola as landsman, but as a memorial tribute from the pen of Father Muliens of the university which can with which he will go on a ten months hears his name. The life work of Edward cruise that includes in the route the Sand-Creachton should be an inspiration to every wich Islands, Japan and the far Orient, He world, ambitions wouth expects to return with an endless chain of

A notable figure in the next general assembly of Iowa will be Colonel S. A. Moore, a representative from Davis county. Colonel Moore will the oldest member of either house, will have a legislative career covering more years than any other and will represent a strong democratic county, in which he was elected as a republican. He is 50 years old and fifty years ago was a member of the house of representatives in Indiana. Then he was postmaster at Columbus under President Fillmore, but resigned and came to lowa, where he engaged in business. He was a member of the lowa nate in 1861.6. He ha been post master and mayor at Bloomfield. His war record is a fine one, as he enlisted three times as a private and was with the famous Second Lowa at Fort Donelson when his company sustained terrible losses. He was elected major of a regiment and commissigned lieutenant colonel near the close of the war. His county gave Bryan more than 700 majority, but this year Colonel Moore. as a republican, received more than 100 majority_



T Parific telegraph owes its successful incep- Omaha, in 1856. tion to Edward Creighton and lends to the story of his career, culminating in the completion of that gigantic project, an interest of more than usual character.

Edward Creighton, the first of the name to acquire fame and fortune, was the fifth of the nine children of his parents. He was horn near the present town of Barnesville in Belmont county, Ohio, August 51, 1820. truntier state, schools were time, especially in the country districts, and the education imparted in them was measur indeed. Besides, such was the powerty of the struggling settlers in the up-country districts that few of their children had the opporbunity of attending classes regularis, being Licking county, Ohio, whither the Creighfor additivities the pay schedulor for their ton family moved in 1839. Or course, there lustment and that the men are chosen to of the farm, but its sessions were short erve on them with a knowledge of their and its curriculum embraced only the most withd with a bright and vigorous mind: quickly, therefore, he learned all that the schoolmaster could teach, and clearly, too, in charge of the commercial department or he saw how deficient was his own store of which, supplemented by the lessons learned has been in Omaha several years, coming a successful man.

here from St. Louis, and has attained a strennons as a Boy.

At the age of 14 he was a strong, active lad, rendering his father valuable assistance at one time on the farm; at another working as a cart boy on the pike roads In this latter occupation he had as compathon to less distinguished a person than voting Philip Sheridan, afterwards the brilhant general of the civil war. Even at this carly date young Sheridan had merited the subriquet of "Fighting Phil." In those days of strong religious antipathics, young Catholics, and especially young Irish Cathchildren and their pet ponies caught by offer, were frequently forced into quarrels on the score of religion and race. But neither young Sheridan nor his athletic clum was disposed to suffer any reflection on either score, and we are told that in their own way they established their titles to respect at the hands of their bigoted acquaintances. Thus Edward continued to five with his parents until he was about 18 braska boy living at Aurora, are greatly scars of age. Now, one of the lessons interested in his future, as a member of which the elder Mr. Creighton tried to in-American navy, in which he enlisted press upon his sons was the necessity of last August at San Francisco. He has been varies for themselves. Accordingly, when Edward reached his eighteenth year he was has recently been transferred to the Mohi- presented by his father with a team of herees and a wagon. With this patrimony he set forth to make his own way in the

> It was the period just before the inauguration of the large ratiway and steamboat were called wagoners. Strong, brave menthey were, and inured to hardship. Edbusiness, and in Cincinnati, whence he conveyed merchandise even as far east as after the death of the elder Creighton, in prevent the projectors of the new line from 1842, the family moved to Springfield O

Omaha feel the quickening im this same year he moved his stock, con- wagons, pube of commercial growth that susting of some forty neares to Keokuk, Ia., was to make it the principal where he took a contract for street gradreade center on the great trans- ing, but because of a change in the city given to the general superintendent we continental highway was the failding of the scanell the contract was revoked and the he failfied. On the following Tuesday ch Pacific telegraph loading the way for the work suspended. Mr. Creighton then sold were within two miles of their destination construction of the Pacific railreads with his stock, and with his brothers, John A, when it was discovered that there was this city as their eastern terminus. The and Joseph and his cousin, James, came to chough wire. Messengers were sent do-

married in Dayton, O. to Miss Mary Laure evitable. But the younger Mr. Creigh tial daughter of David A, and Mary Emily glowed the situation philosophically. The War ham. In the following spring, at camped in a beautiful place, a government Pitisburg, Pr., he loaded a steamer with reserve, where there was fine pasture : number, which he shipped to Omaha, where the sattle and refreshing shade for the maintenance of the sattle and refreshing shade for the maintenance of the sattle sattle and refreshing shade for the sattle he took up his permanent stude. After The next day, while all was still about the disposing of the cargo of lumber he built camp, a cloud of dust was seen to rise. the telegraph line between St. Joseph and the west and presently out of the slow At that time, when Ohio was practically a Domha, thus connecting the latter city with emerged a coach, on the top of which the eastern centers by way of St. Louis scaled with the driver, was a man waving Just about this time he also succeeded in a white handkershief. The latter prove securing memory to build a telegraph line to to be Elward Creighton, who hastened to Fort Smith Ark.

Inception of Pacific Telegraph.

In 1860 Mr. Creighton enjoyed a well obliged to work with their fathers on the merited reputation for success in the confarms. Conditions were not much better in struction of relegraph lines. His greatest success, however, he was yet to néhieve. The usefulness of the relegraph had been was a district school in the neighborhood practically demonstrated. Already there were short lines in nearly every state and the principal cities east of the Missouri character to instity the confidence in their elementary branches. Young Creighton was river were united by the electric chain, But the Pacific coast had no telegraphic connection with the cast, the California State Telegraph company having extended In line only as far an Fort Churchill, Nev. the Omaha High school, will deliver an knowledge, but with characteristic determis. Then it was that the vast project was connation set about acquiring by individual ef- ceived of a great overland line which should mercial High School" before the National fort and by private reading that education connect the two oceans. Moreover, the men who engaged to lay the great Atlanti-Louis, Christmas week. Prof. Van Matre in the hard school of experience, made him cable had twice failed and the feasibility. of connecting the old world with the new by means of a short cable through Boring strait was discussed.

> The co-operation of several eastern capitalists was first secured. Jeptha H. Wade of Cleveland, O , enter d into correspondence with General Carpenter, president of the California State Telegraph company, and Mr. Creighton was summoned to Syracuse. N. Y., where he received a commission to make a preliminary survey for a possible route between the Missouri river and the Pacific coast.

On November 18, 1860, he left Omaha and traveled by way of Julesburg to Salt Lake City. This journey, despite its hardshipsit was accomplished in a stage couch-was. It aroused interest in the movement to build eminently successful. Mr. Creighton, from a great overland railway and demonstrated his observations enroute, felt confident he practically the possibility of such an could build the line, and he had, mareover, interested Brigham Young in the project. Meantime, however, Mr. Wade had made the long Atlantic and Pacific Journey to Fourie selected by Mr. Creighton for the fel-California for the purpose of making ten- egraph line. nite arrangements whereby the local company could be associated in the enformise. But he had reckoned without his host. Thdirectors of the Calfornia company refused to share in the undertaking. In this predicament Mr. Wade wrote to Mr. Creighton, then in Salt Lake City, requesting him to ing his term of affice many thousands of make all possible speed to the coust,

An Historic Overland Journey.

It was mid-winter, in the year 1860, and lines, and the stream of commerce between the invitation extended by Wade to his asthe various inland cities flowed along the sociate had none of the attractions which pikes. Men who engaged in the industry such a journey now has. Notwithstandof carrying goods from one place to another ing the incredible hardships of this heroic ride, Mr. Creighton had accomplished for more than the mere journey. He had made ward, at that time scarcely more than a a thorough investigation all along the route boy in years, but endowed with the strength and could give such information as would and character of a man, engaged in this enable the Californians, if they were only willing, to extend the line castward to Salt Lake City. But they were not willing. Wheeling, W. Va., and Cumberland, Md., More than this, claiming the exclusive right was known as the boy wagoner. Some time in their own state, they were resolved to forwarded in large wagons, drawn by oven

December 15, 1901.

Thus eagerly the men worked and : was every reason to hope that the prothe line to bring it along by mail All On October 7 of the same year he was no purpose, however. The delay was steet his brother and congratulate him and his men on the manner in which they had worked.

> "We would now be at Fort Bridger if we had wire enough," said John.

"I believe it," Edward replied, "har year an still redeem your pledge." Not unless that wire comes which 1

red by telegraph yesterday." "Oh, John, you don't need that wire and

get along without it." And they did, for Edward, while up all

the other division, which was working as from Fort Bridger to Salt Lake, going his calculations, had concluded that to: did not have wire enough and had breast the needed material with him in the such That same day the line was completed t Fort Bridger Edward Creighton htms:// united the wires which completed the cirmit between Omaha and Salt Lake Cil-Then, gratified that the great work way finished, he hastened to communicate the good news to his wife, to whom he sent the following dispatch:

FORT BRIDGER, Oct. 17, 1861.-To Mrs. Edward Ursighton, Omaha, Neds. This being the first measage over the new line where its completion to Sait Lake, allow me to great you. In a few days two each me will be united. E.JWARD CREIGHTON

Ocean Joined to Ocean.

Just a week later the line from California was completed to Salt Lake City, and the overland telegraph, which few men had considered a possibility, became a reality. Its completion, moreover, had another effect achievement. It is worthy of note, too. that when the Pacific railroad was constructed it was in great part along the

The new company, operating between Omaha and Salt Lake City, was known as the Pacific Telegraph company, and Mr Cretchton was made its first general superintendent, a position which he retained un-10 February, 1867, when he resigned. Durmiles of telegraph were constructed, lines branching out to Virginia City and Helena. Mont

When the Pacific Telegraph company was incorporated it had an original capital stock of \$1,000,000, one-tenth of which Mr. Creighton purchased at 18 cents on the dollar. Subsequently, when the stock was trebled. Mr Creighton sold one-third of his share for \$55,000, which he invested in the business of freighting goods to the west The mining resources of Montana had just been discovered and immediately ensued the wild rush of fortune hunters. Presently there was a demand for goods of every deor mules. In those days the arrival steamer at this port was an event. The merchants used to assemble at the river front and, receiving their consignment of goods, either loaded at once for the mountains or moved the goods to Benson, a su hurb of Omaha. From this place, when all preparations had been duly made, amid shouts of men and crack of whips, off went the train on its slow, toilsome journey over the prairies and into the mountains. This business was declidedly remunerative, as is evidenced by the fact that one of Mr. Creighton's trains, which consisted of forty teams in charge of John A. and James Creighton, neited \$60,000. In 1868, when the Pacific railroad was built, freighting on a large scale by means of wagons ceased.





B. VAN MATRE OF OMARIA

WHO WILL READ A PAPER AT THE

metates reprind in these boards of ad-

ability to transaction in imperiant business

Prof. N. B. Van Matre, M. C. S., who is

address on "Actual Business in the Com-

place among the recognized teachers of

commercial work. He will also have a

paper at the School Teachers' association

at Lincoln the following week, the subject

Children seem to get more real enjoyment

out of their animal pers than from any

other source. It is sufe to say that not

one child in a hundred but would be over-

joyed at the thought of possessing a pony

for his own recreation. The suspensive of

our artist with his camera about the

streets of Omaha present a picture at-

tractive to young and old and should be a

cause of ency on the part of the little

The friends of Paul F Skinner, a Ne

tolks who are not able to indufge the com-

patrion-hip of such expensive pets.

"Business Education in the High-

Commercial Teachers' Federation, at

NATIONAL ASSOCIATION OF INSTRUC

TORS OF COMMERCIAL BRANCHES

Onncha hos teen entertaining quite a number of representative railroad employes waiting on their superior officials in the supacity of hearshs of adjustment for their respective branches of railway work. The Bee presents in this number a group of portraits of two of these boards, one being the heard of adjustment of railway conductors for the Union Pacific system, consisting of S. C. Mecomber, North Platte, chairman, Harry Harris, Denver, vice chairman: Frank Fields, Kansas City, soe retary, M. J. Roche, Omaha, J. R. Sherlock, Cheyenne, W. A Jamison, Rawlins, P. P. Tracy, Evanston, Ed Bayd, Ogden, Durnfield, Junction City, Kon-.A. The other group is the board adjustment of the Brotherhood of Railroad Trainmon for the Union Pacific system, consisting of J. M. Cahill, chairman, Cheyenne: J. E. Murphy, vice chairman, Grand Christmas numbers which each reader has Island, Charles Bogue, secretary, North special cause to remember. All we need Platte, S. F. Neely, Loramio City, T. J. say at the present is that the coming Schell, Evanston, H. C. Parkinson, Kinsas, Christmas number will outdo in the varied City; W. A. Callahan, Junction City, C character of its contents and the McIntyre, Denver; George D. Ellis, Omaha standard of its illustrations the best efforts proved unprofitable, and owing to diff-It is needless to say that the responsibility of previous years

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PAUL F. SKINNER OF AURORA, Nob-NEBRASKA BOY IN THE NAVY

new experiences to serve as an inspiration for his friends.

The next number of The Illustrated Bee will be a special Christmas number. Since its inauguration there have been two

business of wagoner, and by industry in- would render the new line unprofitable creased his modest capital.

Attracted by the Telegraph.

One day, in 1846 or 1847, he was at work in the field when a party of telegraph constructors, in the course of their work, passed along the road. The very next day Edward went to Springfield, where he met Mr. O'Connor, who was building the line. They both drove to Dayton, in which city Mr. Creighton took a contract for the de livery of telegraph poles as far south as Evansville, Ind. Shortly after this Mr. O'Connor took a contract for the building of a line of telegraph south to New Orleans, while his former partner, Henry O'Reilly, took another for the extension of a similar line to the west. Both tried to secure the services of Mr. Creighton as sup-rintendent. but he elected to go with the former, and secured for his brother. James, the position of superintendent for the latter. From 1847 to 1855 Mr. Creighton was connected with the work of telegraph construction in divers capacities from that of supplying pelis by contract to that of superintendent of construction, and in this way worked on the lines built between Dayton and Cincinnati. Toledo and Cleveland, and the line known as the House Printing Telegraph company's, built along the Michigan Southern railroad between Toledo and Cleveland. In 1855 Mr. Creighton took a contract for the

grading of the streets of Toledo, and in the grading of a part of the North Missouri next Thursday?" The latter

culties with the engineer he was obliged

entering California. This claim being dis Edward, however, still continued in the allowed, they threatened a rate war which

The threat, however, failed to intimidate the promotors of the new line, who, contending that their profits at other points of the system would recompense them for local losses, proceeded at once to secure bids for the delivery of material at various points along the proposed route. Whereupon the directors of the California company yielded, agreeing to extend their line eastward to Salt Lake City, while the other parties were building westward from Julesburg to the same terminus. It was a triumph of diplomacy largely due to the clever manipulation of Mr. Creighton, who immediately returned by the isthmus route to prepare for the great work which was to make his name celebrated in the scientificircles of the two continents. The country at large recognized the magnitude of the undertaking and congress subsidized it to the extent of \$400,000. The work, national in character, was fittingly commenced on the 4th day of July, 1861.

Incidents of the Work.

The following incident illustrates his managerial ability, exhibiting at once the accuracy of his calculations and his thorough acquaintance with every detail of the work in hand:

One Saturday Mr. Creighton arrived at the camp, just as the men were unloading a new consignment of poles.

"John." said he to his brother, who was in the same year he received a contract for charge, "can you reach Fort Bridger by

"I think we can," was the reply, and instantly the men began to put on the insulators for the wire, in some cases even

Starts Range Cattle Industry.

Another industry, since maryclously developed, was practically inaugurated by Mr. Creighton While engaged in telegraph construction he was forced on one occasion to abandon a herd of cattle on the plains. Some time later he returned to the place where he had turned the cattle adrift and was surprised when they had finally her discovered to find them plump and sleek He at once determined to stock the western prairies. Two motives prompted this resolution. Aside from the profit to be reaped. to which he used to refer as the Dutchman's 1 per cent profit, he desired to give the true and tried men who had worked for him so faithfully an opportunity to advance on the road to prosperity. With this end in view he purchased a large number of cattle which he entrusted to the care of his former employes, whom he admitted to a share in the enterprise. This stock was

(Continued on Eighth Page.))