

COUNCIL MEETING

The Shortest Session of the Year Held Monday Night.

WILL HAVE MANY NEW WALKS AND CROSSINGS

Decide to Prohibit Autos From Business Streets During the Parade.

The shortest council meeting of the year was held Monday night in the tropical heated chamber of the city dads and it was a relieved crowd of sweat bedraggled council men, citizens and reporters that filed down the steps of the building after a meeting of exactly one hour's duration. There is no danger of lengthy sessions as long as the thermometer has such a rising inclination, as the meeting room resembles a preparatory school for hades during the warm nights. The breeze maker that once adorned the ceiling of the place has now been removed and the hot air now stands in the room as a calm settles on the South Sea Islands.

Two of the honorable councilmen's chairs were vacant, but the men who were present made up in misery at least, for what was lacking in the absence of the two. Following the reading and adoption of the minutes of the previous meeting, a petition was read from the Red Men, Missouri Tribe, No. 69, asking the honorable body that they be given the permission of using the streets of the city from Second to Seventh and from Pearl to Vine for their big carnival and Fourth of July celebration. They agreeing to replace any paving removed and to arrange the concessions in such a manner as to leave a ten foot passage way for traffic. The order desired the use of the streets from July 2 to 9, inclusive. An amendment was proposed for the resolution by one of the councilmen, giving the mayor the power to see the locating of the shows, but as such an amendment might lay the city liable to any damage suits that might arise from any cause, it was lost and the original petition carried through unaltered.

The Red Men representative agreed on the part of his order to furnish four extra police during the full week of festivities, but asked they be given a special police or two for the Fourth. This was more than satisfactory to the council and the Red Men police, as named by the representative will be Joseph Libershall, John McNeelan, William Gravett and Bert Thomas.

A report from the Streets, Alleys and Bridges committee showed that they had carefully gone over the plans for the new brick paving with the city attorney and found them satisfactory and agreeable in every particular and the chairman of the committee made the motion, which was carried, that the plans be adopted and bids be invited by publication for the classes of work A and B, these classes being the two with cement base, the only difference in the two laying in the thickness of the base. Class C was not under consideration as it provided for a brick base, while the original resolution of the body was for a pavement of cement foundation.

The chairman of the police committee, after consulting the city attorney, made the report that it was against the city ordinances to raise the salary of a policeman while in office, as was moved at the last meeting in the case of chief of police. It was shown, however, that Mr. Rainey was but a temporarily appointed officer and there fore would not be affected by the ordinance. It is very probable the boost in his salary will be secured. By Mr. Kurtz, of the cemetery committee, it was stated that a couple more days of work would put the city grave yard in a very respectable condition. The work on the drives having been finished some time ago.

Under the title of new business, a motion was introduced by Mr. Newman, prohibiting the driving of automobiles on the business streets during the hours of the Big Fourth of July parade and authorizing the appointment of two special police for the day of the celebration.

As much of the paving material now being used on the streets and paid for by the city fathers, is not being properly accounted for by reports that show the exact location where the repairs are installed, it was voted, on the motion of Mr. Dwyer, that special order forms be printed to accompany every order for material. These blanks must show where the repairs are to be used and bear the O. K. of the council from which the goods are purchased. At a recent session

of the council, it was ordered that each repair order must be located in detail, but this did not seem to cover the ground specifically, and Monday evening's action was necessitated.

There was but a small amount of repairs ordered in the different wards but a considerable number of sidewalk resolutions were passed. A crossing in the First ward on Seventh street was ordered repaired, as was one in the Second ward at Ninth and Locust. The city clerk was ordered to notify the Missouri Pacific to cut a batch of weeds which are appearing as a nuisance on their lots. This is the first active step taken by the city against the weed trouble, however, it is not liable to be the last until the rank growths are felled in several different sections of the city.

About the most important action taken on city improvements was to order the laying of a permanent five foot walk on Third street from Main street to the Burlington shops. It will make a great improvement in that locality and will be welcomed by the hundreds of shop workers. A nine foot cement alley crossing was ordered on Fifth street by the Trilley and Martin property and also a permanent crossing on Sixth and Granite. Grading was ordered done on Granite street between Fourth and Fifth.

Mr. Neuman had a bad grievance against the councilmen for not accepting his invitation to take a trip down to his favorite A street to look at a dangerous place in the road that has existed for many months. He has made many requests that the city law makers size up the conditions for themselves in order that they might be better prepared for the ordering of the new work which is absolutely necessary there for the preservation of life and limb. The good city dads will try to find time to make the journey in the very near future. Just before the close of the meeting, a motion was made by Mr. Gravett, asking that Mr. James Alt be given permission to make use of some of the city's refuse lumber in the construction of his section of the new river road. Permission was readily given by the body and the last leg of the ferry road will be rapidly put into fine shape to correspond to the grade recently made by the Commercial club.

There was but a comparatively small list of bills allowed.

C. B. & Q.	2 66
W. B. Rishel	42 00
F. M. Richey	154 70
John Harkins	24 00
Phil Harrison	24 00
Charles Skummahorn	23 30
James Rebal	24 00
John Waterman	4 40
Joseph Chapman	5 20
H. B. Ames	13 30
William Hassler	11 25
James Winn	6 80
A. T. Alfred	6 20
Charles Renner	12 00
A. J. Hunter	9 00
Henry Jess	4 00
George Billings	8 75
Fred Rice	8 60
Dan Rice	8 00
John Mauer	6 30
Ike Cummins	1 00
Aug. Pein	15 00
Nelson Powers	4 00
W. R. Gardener	11 00
Al. O'Neil	12 80
M. E. Manspeaker	1 00
Ben Rainey	28 00
A. F. Alford	6 00
Hans Rothman	17 20
T. F. Stroud & Co.	83 00
Claims committee	
Cass county, prisoners board	9 00
Klopp and Bartlett	6 50

Notice to Pay Up.

To the Ladies and Gentlemen: I have purchased a business in Omaha and expect soon to move to that city to make my future home, and as there is considerable money outstanding on my books I would like to get all these matters straightened up before I go away, I shall leave about July 4, and at that time will place all my business in the hands of an attorney, who will take charge of the remaining stock here and also attend to my collections in this vicinity. If those who know they are indebted to me will kindly call and settle on or before that date it will be greatly appreciated. M. Fanger

Slight repairs were made the first of the week on the west wall of the Burlington depot, where the cement had slightly crumbled from between the brick. A man was kept busy a large portion of the day, scraping out the old cement and filling in the spaces with a red mortar.

Sheriff Quinton started out Tuesday for Kearney, taking with him Earl Morris, the Union lad, who was sentenced to the reform school at that city. The youth was carefully watched as he was determined never to enter the school. He made no attempt at escape while being taken to the place, probably for these reasons that he was given no chance to make a break for liberty.

In the Limelight

Writers Whose Works Are Being Talked About.



H. A. BRUCE.

In all history there is no more picturesque and romantic figure than Daniel Boone, explorer, hunter and Indian fighter, and, although he has been dead nearly a century, his appeal remains as potent as ever. He is described anew in "Daniel Boone and the Wilderness Road," by H. Addington Bruce (the Macmillan company), and the old story loses none of its charm in Mr. Bruce's telling. Although the hero of many battles and single encounters, Boone was a gentle and kindly character. No act of cruelty is recorded against him, and he seems to have inspired attachment in all who knew him. He was a Pennsylvanian by birth. His father was a Devonshire Englishman and his mother a Welshwoman, Quakers and followers of William Penn, who came to America to enjoy religious freedom.

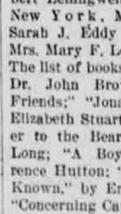
A book of infinite charm and that is as inspiring as it is readable has just come from the pen of Marion Harland, a name that is a household word throughout the country. "Marion Harland's Autobiography" is its title, and one of the interesting stories in the volume throws unexpected light upon the more human side of George Washington. The author's great-uncle—a fine old Revolutionary relic, whose nickname in the army was "Old Solid Column"—used indignantly to deny the story that Washington never smiled during the eight years' struggle. "Not a word of truth in it," he Marion Harland would say. "I was with him at Valley Forge, and nobody tried harder to keep up the spirits of the men. I recollect particularly one bitter cold day when a dozen or so of the others were amusing themselves and trying to get warm by leaping high up in the air and trying to clap their heels together twice before they struck the ground. General Greene tried the feat but fell, and Washington fairly beat his sides with laughter."

Much has been said and written about the works of Thomas Hardy, the famous novelist, who recently celebrated his seventieth birthday, but very little is generally known of the author himself. He is said to be a most difficult man to approach, and the story is told how a pertinacious American autograph seeker who visited Max Gate in a quest for an addition to his collection was almost overcome by the shock when the famous novelist received his visitor most graciously and presented him with several autograph copies of his best known works.

One of Mr. Hardy's eccentricities is his habit of invariably wearing two waistcoats. In severe weather, it is said, the famous author has been known to don as many as four, but even on the hottest summer day he sticks to his two.

As part of a national movement to extend the influence of humane teaching the American Humane Education society is about to establish traveling libraries in different parts of the country. The books will be sent, for the most part, into the rural districts and will be circulated, principally through local school boards, entirely without charge to the readers, the custodian, of course, being held responsible to the society for their proper use. The books have been chosen by a committee composed of the president of the society, Dr. Francis H. Rowley of Boston; Dr. Albert Leffingwell of New York; Miss Sarah J. Eddy of Rhode Island and Mrs. Mary F. Lowell of Pennsylvania. The list of books, thirty in all, includes Dr. John Brown's "Rab and His Friends"; "Jonathan and David," by Elizabeth Stuart Phelps; "Little Brother to the Bear," by Dr. William J. Long; "A Boy I Knew," by Laurence Hutton; "Wild Animals I Have Known," by Ernest Thompson Seton; "Concerning Cats," by Helen M. Winslow, and "Horses Nine," by Sewell Ford.

The committee will form branch organizations in many states, which will work against the warlike spirit and careless and wanton cruelty to animals and will set forces in motion to the end that public schools shall give compulsory education regarding such subjects.



SEWELL FORD.

A CORNER IN ANCESTORS

By FRANCIS COWLES

Hill Family

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There have been Hills in England for ages. The first man who bore the name got it because he lived on a hill and the medieval form of the word was Atte, signifying on or of a hill. There were also other early forms of the name in England. The Hills of Sattington, Staffordshire, are descended from a man of Worcester named De Mone or De Mont. They retained the French form of the name until the fifteenth century, when they adopted an Anglicized form, Hyll. And the Hills of Hawstone are descended from Hugh de la Hulle.

A good many early settlers in this country bore the name of Hill, and it is rather difficult to tell which of them



Hill

was here first. This honor is claimed, however, by the family of John Hill of Guilford, Conn. Although the first recorded date of his presence in this country is 1654, when he was a resident of Guilford, he may have been in this country for a good many years before he settled there. Anyway, whether or not another man of his name preceded him to America, John of Guilford established an interesting family.

This Goodman Hill came from Northamptonshire, England. Before 1657 he was a freeman of Guilford. He was a small planter and a thrifty and prosperous citizen of the community. He was twice married and left five children, John, James, Hannah, Elizabeth and Sarah.

One of the most interesting members of this family was Samuel, son of John of the second generation and grandson of the first John.

Samuel was a man of great activity. He was a landholder, and he served as town clerk, as clerk of the probate court, and from 1725 to his death in 1752 he was a judge. Whatever he did he did with thoroughness and energy, and to this day we sometimes say, "He works like Sam Hill," or "I'll have to hurry like Sam Hill."

Another of the early Hills in this country was John, of Dorchester, Mass. He was probably a landholder there as early as 1633, two decades earlier than the first definite date of John of Guilford. John of Dorchester is first mentioned in 1633-4, when "it is agreed that the great lots from Mr. Rossiter's to John Hill's toward Naponcet in breadth, and eight score in length shall be forthwith enclosed by a good sufficient pale." He was born about 1602 and it is supposed that he came from Chard, Somersetshire, England. In that place there was a family named Hill, in which, in 1628, a John is mentioned as being of age, but as yet unmarried. Five years later the records state that this John had "removed," and it is supposed from this that he was the immigrant to Dorchester, Mass.

He was married in Ireland to Susanna Armstrong. Their son, Peter, born in 1751, was a captain in the revolutionary war when he was only 25 years old. He was in Col. James Clinton's regiment and took part in the defense of Fort Montgomery in 1777, when it was attacked by Clinton.

The big branch of the Hill family in the south was founded by Col. Edward Hill of "Shirley," Charles City county, Va.

His son, Col. Edward the second, was as prominent as his father. He, too, was a member of burgeses. From 1697 to 1706, when he died, he was judge of the admiralty court for Virginia and North Carolina.

The late Nathaniel P. Hill, United States senator from Colorado, a public man of some note, was descended from Nathaniel Hill of Bwanakill, N. Y. He was born in the north of Ireland in 1765 and 25 years later came to America. He settled on the western frontier of the Scotch-Irish settlements then already established west of the Hudson river.

Of course a family of this size was well represented in the revolution. There was one colonel of the name, the captain above mentioned, 11 lieutenants and many non-commissioned officers. And the number of privates who served their country in that war was very large.

The arms of the Hills of Virginia are blazoned: A lion passant, with the crest. A deer-lion.

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