

THE OFFICIAL VOTE OF NEBRASKA.

Figures Verified by State Canvassing Board on the Vote in November.

WORK IS DONE BY THE STATE BOARD OF CANVASSERS

Total Number Votes Cast, 220,234, Which is One of the Heaviest in the History of the State--Neville's Majority in the Sixth District--Many Voters Who Slighted the Head of the Ticket--Other Nebraska Matters.

Table with columns: NAME OF COUNTY, Total vote, Judge Supreme Court, Regents University, Congress Sixth District, and Nebraska Rep. Lists counties from Adams to York with their respective vote counts.

Jury Disagrees in Will Case. HOLDREGE, Neb., Nov. 29.—This is the second week of the district court here.

Two Accidents, One Fatal. NEWPORT, Neb., Nov. 29.—Two bad accidents happened yesterday southeast of town. The 4-year-old son of Fritz Newel was playing with the dog, a large, powerful, good-natured animal, and was heard crying in the door yard.

Boy's Face Torn by Dog's Teeth. OSCEOLA, Neb., Nov. 29.—Stephen the 14-year-old son of Mr. and Mrs. Paul Cunningham, was bitten in the face by a dog Saturday. The boy was delivering milk at the residence of Josiah Locke, and as he stepped on the porch the dog jumped at him and injured his face so that he is under the care of the doctor.

Sheldon Men Buy New Mexican Sheep. SHELTON, Neb., Nov. 29.—H. J. Robbins and M. G. Lee arrived here with twenty-five cars of sheep, 6,000 head of which they intend feeding on their ranches near here. The stock was purchased at the growers in New Mexico.

Lieutenant Osborne Married. BROKEN BOW, Neb., Nov. 29.—W. H. Osborne was married here to Miss Hatty Carr. The wedding, which took place at the M. E. parsonage, was a very quiet affair.

Column of a Mauser Rifle Bullet. COLUMBUS, Neb., Nov. 29.—John R. Brock took a Mauser rifle with him when he went hunting. It was one which his son, Lieutenant John R. Brock, brought from the Philippines. He tried the gun, and fired a number of shots at a boy's tree at a distance of fifty yards.

THE LATE STATE ELECTION.

The State Board Completes the Work of Canvassing the Vote. LINCOLN, Neb., Dec. 1.—The state canvassing board has completed the work of canvassing the vote for state officers and the figures on the candidates for judicial positions are made public.

The duties of the canvassing board were lighter than usual this year, there being only three state officers to be elected. Ordinarily it takes about a week to canvass the vote and delays are frequently caused by mistakes of the county clerks in tabulating the vote.

The following were elected: John S. Stull (rep), Auburn; Charles B. Letton (rep), Fairbury; Paul Jensen (rep), Nebraska City; E. P. Holme (L. Frost, A. J. Cornish (reps), Lincoln; Benjamin S. Baker, Irving S. Baxter, Lee S. Estelle, Jacob Pawcett, William W. Keyser, Willard W. Slabaugh (reps), Omaha; Charles T. Dickinson (rep), Tekamah; B. F. Good (fus), Wahoo; S. H. Sornerberger (fus), Wahoo; Conrad Hollenbeck (rep), Fremont; James A. Grimison (fus), Schuyler; George W. Stubbs (fus), Superior; Guy T. Graves (fus), Pender; William V. Allen (fus), Madison; Ed. L. Adams (fus), Minden; John R. Thompson (fus), Grand Island; Charles A. Munn (fus), Ord; Homer M. Sullivan (fus), Broken Bow; H. M. Grimes (rep), North Platte; George W. Norris (rep), Bellevue City; William H. Westover (fus), Rushville; James J. Harrington (fus), O'Neill.

Winter Agricultural Course.

LINCOLN, Neb., Dec. 2.—The university of Nebraska has issued a circular descriptive of the winter course in the school of agriculture. The people in charge of the school realize the fact that most farmers' sons and daughters cannot afford to spend the time and money required in the preparation for and completion of the regular college course and keeping this in view they have prepared a short practical course of three months, beginning January 2, 1900, and ending March 17. It provides for studies of soils, field crops, diseases of farm animals, breeding of live stock, feeding of like stock, dairying, horticulture, agriculture, engineering, carpentry and blacksmithing, insects injurious to crops, plant pests, farm accounts and English. An explanation given in the circular of the manner in which the instruction is given shows that the student obtains much of it by means of actual practice and observation. Not that he will be expected to do the work on the farm with which he is already familiar, but such operations as stock judging, milk testing, creamery operations, tree grafting, treating sick animals, etc. No examinations are required for entrance, but a registration fee of \$1 is charged. The cost to each student last year for room rent, table board, books, etc., was about \$36.

In preparing the course of instruction the object has been to make it as practical as possible, to give the student something that will be of value to him when he returns to the farm. The instruction is given by means of lectures and actual practice. Excellent facilities have recently been provided at the state farm for giving instruction in the most practical manner. A well-equipped building has been erected, containing a dairy room, a stock-judging room and a laboratory for soil study. The methods of instruction are adapted to students of all ages, those having taken the work varying from 15 to 45 years of age.

To Senator and Mrs. Thurston.

OMAHA, Neb., Dec. 2.—Among the handsome presents that had found their way to the home of Senator and Mrs. Thurston before their arrival in Omaha, was a set of three massive and ornate silver salvers bearing the congratulatory cards of Mr. and Mrs. Howard Gould. These had been sent to Omaha instead of Washington, where many costly testimonials of friendship had been bestowed. A carriage stood in front of the residence awaiting the departure of the bridal party for the visit down town. It was a beautiful brougham, with a gilded monogram, "J. M. T.," upon the doors. A pair of spirited Cleveland bays, resplendent in elaborately mounted harness, stood restlessly awaiting the appearance of their new master. This equipage had been purchased by a number of Senator Thurston's friends in this state and presented without ceremony.

Cut His Throat on the Train.

PLAINVIEW, Neb., Dec. 2.—A man named James Rogers, on the Pacific Short Line passenger, committed suicide just before the train reached Plainview. He was in charge of Sheriff E. M. Sweeney and a deputy under a sentence for horsestealing and was en route to the Sioux Falls, S. D., penitentiary, having been convicted at Belle Fourche. He cut his throat with a pen knife and expired in a few moments.

Burned to Death With His Horse.

FAIRBONT, Neb., Dec. 2.—News has reached here of the burning to death in a house of W. B. Shanklin at Kelso, Wash. He was formerly a well-to-do farmer of Madison precinct, this county. He went to Washington four years ago. His remains were found in the ruins of his home, where he was living alone. The funeral occurred at Roadhouse, Ill., where he once lived.

Funeral of Mrs. Orlando Tefft.

AVOCA, Neb., Dec. 2.—Funeral services over the remains of Mrs. Tefft, wife of Orlando Tefft, chairman of the state republican committee, were held here at the congregational church. Rev. C. S. Harrison of York preached the sermon. Mrs. Tefft was formerly Miss Lizzie H. Kirkpatrick. She was born in Wapello, Ia., January 3, 1849, and came with her parents in 1855 to Nebraska, where she was married to Mr. Tefft July 4, 1863. She had two sons, Roland, who died young, and Clarence, a graduate of the university, now a lawyer at Weeping Water.

GROWTH OF RAILROAD

UNITED STATES LEADS ALL OTHER COUNTRIES.

Civilization Follows the Locomotive and Vast Wildernesses Are Transformed Into Gardens, Villages and Cities by Its Influence.

At the recent International Commercial Congress, held in Philadelphia, George H. Daniels, general passenger agent of the New York Central and Hudson River railroad and president of the American Association of General Passenger Agents, delivered a notable address on our railroads and their relation to commercial, industrial and agricultural interests. Among other things he said:

"One of our great writers has said of this closing period of the nineteenth century, that it is an age of transportation. Transportation underlies material prosperity in every department of commerce. Without transportation commerce would be impossible. Those states and nations are rich, powerful and enlightened whose transportation facilities are best and most extended. The dying nations are those with little or no transportation facilities.

"In this connection it will be interesting to note in passing that the second American locomotive was built at the West Point foundry, near Cold Spring, on the Hudson river, and was called the 'Best Friend,' and from that day to this the locomotive has been one of the best friends of this republic. But it is not alone our locomotives that have attracted the attention of foreigners who have visited our shores, our railway equipment generally has commanded admiration and is now receiving the highest compliment, namely, imitation by many of our sister nations.

"Prince Michel Hilkoff, imperial minister of railways of Russia, has since his visit to the United States a few years ago, constructed a train on much the same lines as the 'Limited Trains' of the New York Central and the Pennsylvania.

"At times there have been periods of legislation in the United States adverse to the great transportation interests of the country, almost invariably the result of a misunderstanding of the real situation, and the hasty legislation of such times has usually been repealed upon the sober second thought of the people, for in the language of our great Lincoln: 'You can fool all the people some of the time, some of the people all the time, but you can't fool all the people all the time.'

"One hundred years ago the governor of the great state of New York advised his friends not to invest their money or waste their time in aiding the building of railroads, expressing the opinion, that while it was possible that improved methods of construction and perfected machinery might, in the remote future, enable the people to move a car upon a railroad at the rate of five or six miles per hour, he did not believe that they could ever be made of material advantage, and that any attempt to transport passengers and freight by railroad, from one part of the country to another, must result in endless confusion and loss. The governor died in the belief that the canal was the only means of conveyance for a great commerce.

"Notwithstanding his prediction, the railroads have grown to such vast proportions, that today the world's entire stock of money, gold, silver and paper, would not purchase one-third of its railroads. The building of the Erie canal, extending from Buffalo to Albany, a distance of 363 miles, was commenced July 4, 1817. It was completed in 1825 at a cost of \$7,602,000. In 1836 the state of New York appropriated \$9,000,000 for enlarging and improving this canal, and a few figures from the state report on canals may be of interest in this connection: Reliable statistics of its traffic are not obtainable for the earlier years of its operation, but in accordance with the last annual report of the superintendent of public works of the state of New York, we find that the tonnage of all the property carried on all the canals in both directions, in 1837, was 1,171,296 tons, valued at \$55,809,288. The tonnage and the value increased until 1872, when it amounted to 6,673,370 tons, valued at \$220,913,321. From 1872, the tonnage and the value of the property carried decreased, until in 1897 there was only 3,617,804 tons carried, with a value of \$96,063,338. This, in face of the fact that the receipts of grain and flour at Buffalo had increased from 1,184,685 bushels in 1837 to 242,146,306 bushels in 1897.

"In 1875 the states east of the Missouri river were sending food and clothing to the starving people of Kansas. Thanks to the facilities afforded by the railroads the corn crop of Kansas this year is three hundred and forty million bushels. It seems but a very few years since I made my first trip to Colorado, and stopped on my way at the home of Buffalo Bill, at North Platte, Neb., on the Union Pacific. At Ogallala, fifty-one miles west of North Platte, the Sioux Indians were roaming over the prairies and making more or less trouble for the early settlers who ventured so far out into the beaten paths of civilization. The Nebraska corn crop this year covers eight million acres, and the yield is two hundred and ninety million bushels. Previous to the construction of the Northern Pacific, the Great Northern, Northwestern, St. Paul, Burlington, and other railroads that traverse that wonderful region known as the 'wheat belt,' there was nothing to be seen but prairie grass and an occasional band of untamed savages. Minnesota this year will ship ninety million bushels of wheat, South Dakota forty-five million bushels, North Dakota sixty-five million bushels and Montana four million bushels.

"In 1849 there came across the continent reports of the discovery of gold in California, but the only means of reaching its Golden Gate was by sea around Cape Horn, or the long and perilous journey, with ox teams, across the plains, including what was then styled in our geographies the American desert, and through the hazardous mountain passes of the western part of the continent.

"The completion of the Pacific railroads changed all this, and opened new fields for all kinds of enterprises, in an unexplored territory stretching over more than two thousand miles to the west, northwest and southwest of the Mississippi river, the products of which region were practically valueless until the means of transporting them were provided by the railroads.

"The wheat crop of California this year is 37,000,000 bushels. The largest crop ever produced in California was in 1880, when owing to exceptionally favorable weather conditions that state produced 63,000,000 bushels. The gold output of California for the year 1899 is estimated at \$16,000,000. The vineyards and orange groves of California would be of practically little value were it not for the fact that the railroads, by their trains of refrigerator and ventilated fruit cars, make it possible to transport the products of her fertile valleys to all sections of the country. It seems but yesterday that the railroads were completed into Portland, Oregon, Tacoma and Seattle, Washington, and it is marvelous that for the year ended June 30, 1899, there was exported from the Columbia River valley 16,000,000 bushels of wheat and from the Puget Sound region, 10,000,000 bushels. Oregon and Washington form the northwest corner of the territory of the United States, south of the line of British Columbia, and are directly on the route to our extreme northwest possession, Alaska. The wheat crop of the states of Oregon and Washington for the year 1899 is 48,600,000 bushels. There was exported during the year ended June 30, 1899, from the Columbia river direct to foreign ports, 1,100,000 barrels of flour, and from Puget sound points 800,000 barrels, Colorado, which, with its inexhaustible mines of gold, silver, lead, iron and coal, forms almost an empire in itself, will produce this year of 1899 of gold, \$24,000,000; of silver, \$14,200,000; of lead, \$4,400,000, in addition to a magnificent crop of wheat, fruit, and vegetables. Thanks to her railroad facilities Montana is today the richest mineral region of its size in the world. The latest published statistics—those of 1897—give the mineral output of Montana as \$54,000,000. Without railroads, Kansas, Nebraska, Minnesota, North and South Dakota, Montana, Colorado, California, Oregon and Washington would still be the home of savages.

"Our passenger service is the finest on earth. In the United States last year the first-class rates averaged 2.98 cents per mile, although on some large railways the average was several mills less than two cents per mile; in England the first-class fare is four cents per mile; third-class fare for vastly inferior service is two cents per mile, but only on certain parliamentary trains.

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"In Prussia, the fare is three cents per mile, in Austria, 3.05 cents per mile, and in France, 3.36 cents per mile.

"Our passenger cars excel those of foreign countries in all that goes to make up the comfort and convenience of a journey. Our sleeping and parlor car system is vastly superior to theirs; our baggage system is infinitely better than theirs and arranged upon a much more liberal basis. American railroads carry 150 pounds of baggage free, while the German railroads carry only 55 pounds free. The lighting of our trains is superb, while the lighting of trains on most foreign lines is wretched."

What She Must Know.

In a little book of social chatter, comment and advice, which can hardly be called a book of etiquette, says the New York Commercial Advertiser, but contains many wise reproaches and admonitions to those who consider themselves "the elect," the author says of the modern girl: "What about accomplishments? Well, thank goodness, the piano is going out of fashion for girls in the best circles. They are taught just enough of it to let them find out whether or not they have a taste for it; if not, it is given up, to the great ease of humanity. In the same way drawing and painting are no longer considered indispensable to the equipment of a girl living her life. Her chief accomplishments are walking and tennis playing. To speak French is not exactly regarded as an accomplishment nowadays any more than gloves are considered a luxury. Fluent French has become a necessity in social life of any status."

An Active Youngster.

The moment that a young crocodile breaks its shell it is to all intents and purposes as active as at any time during its life. It will make straight for the water, even if it be out of sight and a good distance off, and it will pursue its prey with eagerness and agility during the first hour of its free existence.

Evidently a Lion.

Wearily Willie—He says he was once an actor and got fifty a week! Do you believe it? Frosted Foster—Now! If he'd ever been an actor he'd have said he got two hundred and fifty per cent.

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