

**AN EARLY
INDUSTRY.**

Mention has been made in THE CONSERVATIVE of the extraordinary lightness and freedom with which the inhabitants of the river towns organized railroads at one period of their history. Nebraska City was not a bit behind her rivals in that industry; the following organizations went on record in Otoe County in the years 1867 to 1869 alone. Others went before and others again followed.

The Kansas & Nebraska R. R. Co., which was to build from the Missouri River, at the state line, up through Richardson, Nemaha, Otoe, Cass and Sarpy counties to a junction with the Union Pacific somewhere in the last-named county. Capital \$5,000,000.

Work on the Union Pacific had been in progress for two years at this time, and the road was open for business as far as Cheyenne.

The Nemaha Valley, Lincoln City & Columbus R. R. Co., designed to run from Rulo up the Great Nemaha, and to Columbus on the Union Pacific by way of "Lincoln City." Capital \$9,000,000.

It will be perceived that nobody was afraid of a few millions more or less in those days.

The Midland Pacific Railway Co., whose object was "the construction, maintenance and operation of a line of railway and magnetic telegraph" from Nebraska City westward to a point on the Union Pacific not over 100 miles east of Fort Kearney; with a branch to diverge somewhere in Otoe County and run southwest to the state line, in the general direction of Fort Riley. This company actually got to work, and was afterward consolidated, under the title of the Nebraska Railway Co., with Nemaha County's historic line, the Brownville, Fort Kearney & Pacific; an organization which has a story, with a moral, of its own. What advantages it brought into the partnership it is not easy to see; a portion of its few miles of graded right-of-way is still visible, a few miles this side of Brownville. The line laid out in the prospectus, with the exception of the Fort Riley branch, is largely that followed at present by the B. & M. Railway.

The St. Louis, St. Joseph & Nebraska R. R. Co., which proposed to build from the point in Richardson County where Walnut Creek crosses the state line, up the Great Nemaha and down Salt Creek, by way of Salem, Humboldt and Tecumseh, to Saltillo and Lincoln, being the route now occupied by another line of the B. & M. system.

The Nebraska City & Southwestern Railway Co., designed to run in the direction named, through Otoe, Johnson, Pawnee, Gage, Saline and Jefferson counties to the Republican River, and thence westwardly to the Colorado line.

The St. Louis & Nebraska Trunk R. R., whose northern terminus was to

have been Omaha, and its line to have run through or near Bellevue, Plattsmouth, Nebraska City, Brownville and Rulo, and thence across the line into Kansas.

And finally the Weeping Water & Platte Valley Rail Road, which was to begin at Nebraska City and run up the valley of the Weeping Water, intending to tap the Union Pacific at three points, Fremont and two others. This project has an apparent likeness to the B. & M.'s present lines to Columbus and Schuyler.

THE BOY'S IDEAL.

If boys are known by the literary heroes they keep, the results of a recent "enquete" by a boy's paper, published in England, are not without significance. Young readers were requested to name their favorite characters in fiction; and many lists were received. At the head of them all stands D'Artagnan, and next comes Sherlock Holmes—a strange bracketing of chivalry and shrewdness. Among the classic admired beings we find Hereward and Ivanhoe and John Ridd and Uncas. Dickens has a scattered following, while Thackeray has but a single hero figuring in the returns—Colonel Newcome, of course. Thackeray himself, by the way, discussed this whole question of youthful taste in fiction with his inimitable art. In "A Lazy Idle Boy," in "Roundabout Pa-

pers," he confessed his own preferences among romantic heroes, and his approval of Dumas was as high as that of the modern schoolboy, and as full in the face of Mr. Howells' warnings against all such mere nursery tales.—New York Post.

THE OTOES.

In the course of some amateur investigations into the early days of Nebraska, the writer has as yet failed to find any individual old settler with a good word to say for the Indians as he knew them. They are generally dismissed with a few disparaging adjectives, among which *lazy* and *lousy* nearly always occur, as much perhaps for the sake of their pleasing alliteration and the readiness with which they stick in the memory as for their aptness. And yet even the despised Otoes had their military record, and were entitled to have embroidered on their colors, if they had had any, the name of that famous field whereon General Braddock was met by the French, on his march toward Pittsburg, or Fort Duquesne, in 1755; from which Major George Washington was the only British officer who came away on his own legs, and after which some people concluded that one Benjamin Franklin, of Philadelphia, was not such a fool as they had supposed.

One is surprised at the idea of the French having made such formidable

Grand Cañon of Arizona

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