

THE SLOCUM LAW.

The Wholesale Liquor Dealers' Association, unless belied, published many thousands of pleadings for the election of House Rent Holcomb. They denounced Judge Reese as a prohibitionist and turned thousands of voters against him by that denunciation. Is this a fact? Did the Wholesale Liquor Dealers' Association of Nebraska issue those circulars or authorize their issue and distribution?

The Slocum law provides that any person selling any adulterated beer, liquor or wine shall upon the testimony of any reputable chemist have his license taken away from him. How many dealers in Nebraska are ready to abide the test that a reputable chemist can, by analysis, apply to their liquors, beers and wines? When will they be ready for the trial?

GOV. SAUNDERS REMINISCENT.

The recent death of Alvin Saunders, ex-governor of Nebraska, calls to mind a peril which the writer shared with the governor about nineteen years ago in New Mexico. At that time the Denver & Rio Grande railway had not reached Santa Fe, but Espanola, a town of inchoate civilization, was the terminus, and from there to Santa Fe, a distance of about thirty miles, the old-fashioned stage made the distance. Gov. Saunders and one or two of his friends had been at Santa Fe and were on their way home by the way of Denver, and they were on the stage. The writer's destination was also Espanola, thence he designed going to the Indian village of Santa Clara, where he was to procure a party of Indians, and explore the mountains westward. The stage, with four horses attached, rolled out of the sleepy old town one summer afternoon in the rainy season, and two hours behind time; the weather when we started was fine; not a cloud in the skies, but before we had reached the San Juan river a violent storm came on, flooding the country with water and made the roads heavy and as muddy as they could be in that land of sand and clay. We did not, therefore, reach the San Juan river until after dark and the "river" that is ordinarily but a dry arroyo with scarce enough water in it to satisfy the thirst of a mule, we found to be a raging torrent, one hundred yards in width, its tawny surface agitated, angry and forbidding. The driver hesitated and seemed loth to urge his horses into the current; those who knew most about the treacherous stream, its quicksands and the murky waters, were those who seemed most willing to camp on the shore and wait for the waters to subside; we did wait a time and at last the passengers, of whom there were eight or ten, voted to go on and the driver gathered up the reins, cracked his whip and encouraged the leaders of his team to plunge in. The

waters were surcharged with mud and sand brought down from the mountains and each one realized that if the stage were overturned there would be narrow chances indeed for any one to swim out with clothing saturated in such a mixture of mud and water; all depended, therefore, upon crossing the stream without turning over. I was sitting on the same seat with Governor Saunders, he on the left and I on the right or that side which first encountered the current. I deemed that I had a most fortunate position and had made up my mind that in case the stage should turn over I would jump so as to throw myself out of the entanglements and thus escape from being rolled over and over inside the coach and drowned like a rat in a trap. I was quite confident I could escape according to the plan I had laid, but remember now how sorry I felt for the big governor who would have no chance to jump. The stage rolled, tumbled, groaned and trembled and several times it seemed to be evenly balanced between turning over and holding on; the water leaked in at the bottom and rolled over in a wave over the side of the coach and I presume everybody prayed for deliverance; the driver, however, was a superb fellow; he kept cool, cracked his whip, encouraged his horses and the faithful beasts at last pulled us out of the jaws of death. By this time it was pitch dark and lanterns were brought out; the coach ascended a hill and the assistant driver from the station who had met us at the ford, went ahead with the lantern to explore the way. The driver at last yelled out: "You fellows who want to save your skins and bones pile out of that coach for hell's a poppin all round here!" We fellows piled out, the big governor at the last and the coach had not gone fifty yards further when it turned over and over and disappeared in the depths of a ravine. We all walked on to the station of San Juan and it was there that I last saw ex-Governor Saunders.

S. B. EVANS.

Ottumwa, Ia., Nov. 10, 1899.

PURE DRINKS.

Those temperance people in Nebraska who wish to do a useful thing, and sincerely work for lessening the evils of stimulants in this state may now avail themselves of the Slocum law. Under its provisions pure and wholesome stimulants can be placed before all the bibulous citizens of this commonwealth.

THE CONSERVATIVE awaits the institution of law-suits by the temperance leaders of Nebraska which shall test the possibility and practicability of shutting up every drinking or selling place in this state which dispenses anything else than absolutely pure and unadulterated stimulants.

BIG FOUR ACTION.

Looking to a Future Supply of Cross Ties.

There arrived at Indianapolis over the Big Four a few days ago a very large and very peculiar consignment of freight. The Big Four company is planting its farm near Brightwood with catalpa trees, which, twenty years from now, when, as is expected, they will have reached a height of sixty feet and are twenty inches in diameter, will be used for cross ties on the company's system. This work is being done by Mr. J. P. Brown.

The trees will come from Kansas, where twenty years ago the experiment was first tried by the Kansas City, Ft. Scott & Gulf railway company. It planted 640 acres with catalpa trees, running 680 to the acre, and these trees are now being sold for telegraph poles at \$2.50 each.

Other experiments have since been made successfully by railroad companies in utilizing waste land or land that was otherwise occupied, and the Big Four company has now taken up the idea with the intention of planting other tracts in the same way.

The fact that the timber of the country is rapidly decreasing is causing railroad companies to begin figuring upon a future supply of cross-ties, which have been steadily increasing in value in the last ten years until the cost of maintenance in this particular alone is one of the principal factors in railway expenditures.

The trees, Mr. Brown stated recently, are planted at first very thickly, and after they have attained some growth, or, to use his expression, "after they have headed out," and the upright growth has been assured on account of their close position to each other, are thinned out and the remaining trees are left to complete their growth.

The catalpa wood is one of the best kinds of timber found where there is necessity for coming in contact with the damp earth. From each one four or five cross-ties can be cut after it has completed its growth, and should the price of ties continue to increase as it has in the past it is estimated that twenty years from now these ties will each be worth \$1 or upward.

A writer in Cassier's Magazine computes that by 1933 ocean steamships will in all probability be built 1100 feet long. The traveler can then, by embarking at the stern and landing from the bow, shorten his passage quite considerably.

MATRIMONIAL.

The Post Nau-seate of Nebraska, Hon. John Milton Thurston, has announced his engagement to Miss Pearman, of Washington, D. C.