

Slocum law. This statute provides, among other regulations, that the people of this state who drink shall have absolutely pure beer, pure liquors and pure wines for their destruction or delectation, as the case may be.

The recent election indicates that the Liquor Dealers' Association is not satisfied with present conditions, nor forgetful or forgetting as to those who in former years seemed to have, in their judgment, favored a prohibitory amendment to the constitution. More than any other organization, outside of the Silver Smelters' combine, the Liquor Dealers' Association determined the recent contest for a position upon the supreme bench of the state of Nebraska.

The quotation from the democratic platform of 1884, reproduced in this article, remained good until 1889, when it was given up for a milder statement and a lot of bosh relative to "sumptuary" laws which was proposed and insisted upon by Colonel Bryan upon the ground that it would catch more votes than a straight avowal of anti-prohibition doctrines.

The Liquor Dealers' Association, judging from their latest political move, apparently desires some action taken relative to its affairs and the business of its members. It is quite certain that the chemical test provided for all stimulants by the Slocum law might now be applied by the friends of good drinks, pure drinks, and temperate temperance, with most satisfactory results.

The combine of the silver syndicate and the liquor dealers' brotherhood in behalf of Holcomb & Co. is worthy of an investigation.

RECOLLECTIONS OF NEBRASKA CITY.

The Overland Freight Business in the Early 60's.

In September, 1860, the writer sold his profitable interest in business located on 4th street in the city of St. Louis, having decided to make a second flight from New York towards the setting sun, Nebraska City having been the place selected for his resting place.

He purchased a good stock of groceries and outfitting goods, suitable for the wants of the plains-trade, and shipped them, by steamboat, for Nebraska City, 714 miles up the Missouri river from St. Louis, paying freight at the rate of \$2.25 per hundred pounds.

He landed here on the 15th of October, 1860. Having a store room already prepared, located in Kearney (now a part of Nebraska City), he was soon in shape to supply the wants of the overland business with such supplies as were needed for making the long trip to Denver, Salt Lake and military posts.

Nebraska City at that time was considered the most favorable point on the

Missouri river for the transportation of freight to the far western points. It was the headquarters for the great company of Russell, Majors & Waddell, who freighted nearly all the government supplies destined to military posts from the Missouri river to Salt Lake.

Nearly all other than government freight was carried by freighting firms and individual parties.

The Great Fire.

On the 12th of May, 1860, previous to my arrival, there occurred a disastrous fire in Nebraska City, destroying nearly all the business part of the town north from Table Creek, the only business firms left being Hawke & Nuckolls, between 3rd and 4th on Main street, and Robt. Hefley, on the corner of 9th and Main. During the years of 1860 and '61 the greater part of the business of the city was done in Kearney, between North Table Creek and the Levee, but after that time, as the city rebuilt its burned district, the business gradually moved back to its old quarters, and then extended farther west.

The business of the "Wild and Woolly" little town (called city) on the extreme borders of civilization, depended for its support almost entirely upon the transportation of freight westward.

It was then considered the only business that would build up our town and add value to its near vicinity, as it was the general opinion that the country a few miles west from the Missouri river border was valueless for agricultural purposes. With that idea nearly every business man was ready to do all in his power to advance the interests of Nebraska City as a freighting point.

The Old California Trail.

Previous to the year of 1861 all western freight followed the old California trail, running northwest from Nebraska City, striking the Platte river 30 miles from its mouth, then following up the Platte, running north, making a big bend around what is now the counties of Saunders, Butler and Polk. A few of the business men of Nebraska City decided it would advance the business of our city if the old route could be shortened between Nebraska City and Fort Kearney. With that object in view, they met and agreed that, if possible, the route should be shortened. Wm. E. Hill was chosen as the one who should go over the country and locate the route on as nearly a direct east and west line as possible from Nebraska City to Fort Kearney. An outfit was made ready and Mr. Hill started on his exploring expedition. Upon his return he reported that a good route had been found running nearly due west to the Blue, crossing Salt Creek near Saltillo, a point about eight miles south of Lincoln; from there running a little north of west to the Blue river, crossing that stream near the mouth of Beaver Creek

and running on the high grounds on the north side through the southern part of what is now Seward, York, Hamilton and Hall counties, striking the Platte river forty miles east from Fort Kearney, making a saving in distance of forty miles over the old trail, and a shortening of time for ox trains of over two days. After giving the report due consideration it was decided the road should be opened, each one present pledging himself to stand a just proportion of the cost.

The Road Opened.

The new route was opened by building a strong, substantial bridge over Salt Creek and Blue river, and ploughing a furrow the whole distance from Salt Creek to the Platte river, that the first ones over the route might follow, a route free from sand, over which a team could haul its load the whole distance without help.

The route soon became the favorite, the old trail being abandoned by all starting from Nebraska City.

Wagons Used.

The freight wagons used were the Murphy and Espenshied, made in St. Louis, and the Studebaker, made at South Bend, Ind. These wagons were constructed especially for the plains transportation business; made of the best timber, wide-tracked, strong and tight, high double box, and heavy tired, and covered with heavy canvass over the bows. More of the Murphy make were used than either the Studebaker or Espenshied, though many claimed the Studebaker the easiest running.

7,000 pounds was the load drawn by five yoke of good cattle; six yoke if cattle were light. A good team consisted of one yoke of heavy, well-broken cattle for wheelers, a good second best came next; two pair in the swing could be made up from partly broken cattle, with a good pair of leaders. The Texas steer made, when broken, the best leaders, holding his head high, with his long horns and soft wild eyes, like those of a deer, quick on his feet, quarters light and tapering, limbs clean cut, could run like a horse and quite as fast when alarmed.

The Train.

A full train consisted of twenty-six wagons; twenty-five freight and one mess, in charge of a wagonmaster and assistant, who generally used mules for their riding; then there were with every train three or four plain's ponies for herding and extra riding. Sixteen to eighteen miles a day was made in two drives, one from early morning to about 11 o'clock a. m., and the second from about 1 o'clock to 6 o'clock p. m. Sometimes the drives would vary in making water and grass.

In making camp at the order of the wagonmaster, the lead team would circle to the right, the team following to