

Prices of Staple Articles in Pioneer Days—Continued.

Description.	@	Amount.
1 gallon rum.....		3 50
1 " brandy.....		3 50
1 " sherry wine.....		3 50
1 " port wine.....		3 75
1 " gin.....		3 50
2 cases lemon syrup.....	5 00	10 00
2 doz. straight stem pipes.....	1 50	3 00
3 " rosewood pipes.....	2 25	6 75
1 " rosewood pipes.....		4 00
1 " briar pipes.....		5 00
1 " earthen pipes.....		5 50
1/2 " Anti-Nicotianin pipes.....	13 00	6 50
2 " cherry stems.....	2 00	4 00
1 " cherry stems.....		2 50
1 box No. 1 8x10 glass.....		7 00
5 boxes 35c crackers, 241-50, 182 lbs.....	9	18 13
5 boxes 35c crackers, 239-58, 181 lbs.....	9	18 04
4 sacks Rio coffee, 162-163-163-164, 656 lbs.....	31	203 36
2 " 60c A sugar, 304 lbs.....	17 1/2	54 40
3 cases Brandy peaches.....	9 50	28 50
15 sacks 3X flour.....	6 50	97 50
1,000 lbs. side meat.....	20	320 00
5 C. S. scythes.....	85	4 25
5 C. S. scythe sneaths.....	80	4 00
17 gunnies.....	30	5 10
63 lbs cable chain.....	14	8 82
4 gallons Sugar H. molasses.....	1 25	5 00
Sundries for camp.....		53 70
Total.....		\$ 6,808.36

The freighting period gave good opportunities to the few farmers at that time on the Iowa and Nebraska side of the Missouri river, and to many small traders with a single team of mules and wagon to load with corn, oats, poultry, butter, eggs and even dogs and cats for the western trade, generally realizing good profits on the venture.

The writer in 1860 owned a white thoroughbred bull dog, one of the Dewey kind of fighters, that after passing from his possession got across the plains and exchanged owners at one time in Denver for five ounces of gold dust.

U. P. R. R.

In 1867 the U. P. railroad was running to Grand Island. Then nearly all western freight went to that point for the saving in wagon transportation, cutting our city off from the business that had given it prosperity for a number of years. The importance of railroads was then realized. Otoe county voted bonds to secure an eastern connection, but some of our business men considered a western connection of more importance and after a number of meetings of the most prominent business men it was decided that for the future prosperity of our city and county, a railroad westward, to connect with the U. P. R. R. at or near Grand Island, running on a line near the one taken for the freighting route, was of vital importance. With that object in view, on the 12th of December, 1867, the Midland Pacific Railway Company was organized, composed of business men of our city as follows: James Sweet, F. A. White, E. S. Hawley, Wm. Fulton, H. S. Calhoun, John B. Bennett, Tolbert Ashton, Nathan Simpson and R. M. Rolfe. Frank A. White was chosen president and R. M. Rolfe secretary. Otoe county, at a special election held with only sixty-seven against, voted \$150,000 in bonds to be delivered to the company upon a personal bond for

\$200,000 being given by the company for the faithful expenditure of the proceeds of the bonds in constructing and equipping the road. A corps of engineers were engaged and the surveying commenced in March, 1868. A line was surveyed via Lincoln to Grand Island, right of way procured through Otoe county, and contracts let for the grading of the first ten miles. From the commencement to its completion to Lincoln the work never stopped.

The building of the Midland Pacific Railway doubled the value of lands in Otoe county, built up prosperous towns along its route, bringing to its connection, at our city, the Burlington from Red Oak and the iron and steel railroad and wagon bridge across the Missouri river.

At the present time all our heavy manufacturing companies plants are located on its line, shipping eastward every year, more pounds of greater value in goods and merchandise, manufactured from the products of our formerly unappreciated soil, than were ever freighted westward in one year, during our most prosperous freighting times.

R. M. ROLFE.

Nebraska City, Nov. 19, 1899.

"If the democrats still have among their leaders men of sense and wisdom, now is a good time for them to consult together to devise some means for shaking Bryan, the old man of the sea of troubles, off the shoulders of the party," suggests the Boston Transcript (rep.). "Viewed with reference to the social well-being of the country, it is not a gratifying state of affairs that one of the great parties of the nation should be so directed that its triumph should be deprecated as a disaster by people who are not alarmists by nature. Its leaders appear to delight in frightening people. They seem to think it desirable that the party should be so regarded that any marked success by it should be followed by a semi-panic on the exchanges."

PRE-RAILROAD TRANSPORTATION.

KANSAS CITY, Mo. Nov. 18, 1899.

EDITOR THE CONSERVATIVE:

Dear Sir: As requested I enclose you a list of all the freighters over the plains that I now remember, who were residents of Nebraska City from 1859 to 1866.

There were many others that started from Nebraska City, who lived at Omaha, Plattsmouth, Atchison, Leavenworth, Kansas City, St. Joseph and Denver.

The Mormon emigrants started from Wyoming (6 miles north) and took advantage of the steam wagon road that was laid out in 1863 by F. C. Morrison, C. W. Pierce and W. E. Hill which went almost due west from Nebraska City through Otoe and Lancaster counties and what is now Seward, York and Hamilton counties to Fort Kearney. A. F. Harvey, J. H. Maxon and the writer made a map of the route and the writer had 1,000 lithographed in St. Louis. There are possibly some left in Nebraska City. The old route west was northwest to the crossing of Salt Creek, at the present town of Ashland, thence up Wahoo Creek and over to the Platte, about the northwest corner of Saunders county, thence up the south side of the Platte to Beauvais' ranch or Julesburg where all teams for Fort Laramie, Salt Lake or Montana crossed the Platte. Teams for Colorado points went up the South Platte to Denver.

Yours truly,

WM. FULTON.

P. S. The maps had business cards around as a border; nearly all the business houses of 1863 were on them and if one could be found it would be well to have it copied.

List of Freighters in Pioneer Days.

LIVING.	RESIDENCE.
W. T. B. Simpson.....	Nebraska City, Neb.
W. T. Sloan.....	" " "
R. M. Rolfe.....	" " "
Jno. Overton.....	" " "
Nels Overton.....	" " "
R. H. Miller.....	" " "
Jas. H. Miller.....	" " "
David Brown.....	" " "
Alexander Majors.....	North Platte, Neb.
L. C. Davenport.....	Shubert, Neb.
Eugene Munn.....	Lincoln, Neb.
Austin Humphrey.....	" " "
Norris Humphrey.....	" " "
B. J. Johnstone.....	Howe, Neb.
Levi Carter.....	Omaha, Neb.
Fred Ingham.....	Falls City, Neb.
Wm. Fulton.....	Kansas City, Mo.
Seth E. Ward.....	Westport, Mo.
Jno. H. Maxon.....	St. Louis, Mo.
Jas. M. Woods.....	Rapid City, S. D.
Hector Reed.....	Cheyenne, Wyo.
Augustus Byram.....	Chicago, Ill.
S. A. Ingham.....	Residence Unknown
DEAD.	
Pete Byram.....	F. Y. Ewing.
N. L. Simpson.....	R. D. Simpson.
R. F. McComas.....	Jno. D. Clayton.
Alexander Street.....	Acquilla Lobb.
Jno. A. Lobb.....	Isaac Coe.
Wm. E. Dillon.....	Moses U. Payne.
W. B. Horton.....	Thos. Chivington.
Sam'l. Tate.....	