

hill they went in going out, and down this draw they came in returning." These students wonder at the inertness of Nebraskans, especially of the university people, who they say are doing nothing in this most interesting and valuable line. And even so does the outsider wonder at the course of the American Archaeological Institute, which is carrying on investigations in Asia Minor, while private parties, in defiance of the laws, are demolishing the prehistoric Pueblos and cliff-dwellings of the southwest, tearing them down foot by foot to the bare soil and shipping every object that comes to light to the dealers in "Indian curios" for their market value to the summer tourists.

We pass two battlefields of the civil war, and presently come to Lamy; which is named, not as one might think, for Peg Leg Smith nor any other frontier cripple, but for a French Archbishop, once stationed in this diocese. And here we are taken up by a little stub train, which presently sets us down, in the chill and darkness of the evening, where a dark figure in a gaudy serape is loafing motionless on the station platform, and our nostrils are greeted at once by the perfume of the old town of Santa Fe; for the air of that place is as heavy with incense-like smoke, and especially after dark, as is the air of a cathedral after the celebration of high mass.

A. T. RICHARDSON.

STATE HISTORICAL SOCIETY PROGRAM.

JANUARY 8, 1901, 8 P. M.

The Beginnings of a State—President's Annual Address—J. Sterling Morton.

Biographical Sketches:

Senator P. W. Hitchcock—G. M. Hitchcock.

Senator A. S. Paddock—W. E. Annin. The Grange and Farmers' Alliance:

Beginning of the Grange—R. A. Hawley. Remarks by J. H. Dundas, J. H. Powers, et al.

The Farmers' Alliance—J. M. Thompson. Remarks by Hon. N. V. Harlan, Ex-Gov. Crouse, et al.

Business Meeting.

JANUARY 9, 8 P. M.

Reminiscences:

H. W. Hardy.

Biographical Sketches:

Senator T. W. Tipton—R. W. Furnas. Representative W. L. Greene—W. D. Oldham.

Freighting:

H. T. Clarke. Remarks and Discussions by W. A. Paxton, et al.

Early Roads and Routes in Nebraska.

C. E. Persinger.

Business Meeting, Election of Officers, Etc.

NOTE—We desire to call attention to the fact that the meetings of the Territorial Pioneers, and of the State Horticultural Society, occur on the same days. Alternating programs have been arranged so far as practicable.

J. STERLING MORTON, President.
H. W. CALDWELL, Secretary.

FAVORS UNION PACIFIC MAPS.

As an evidence of the efficiency of the Union Pacific management, the principals of public schools are constantly applying to this road for maps, pamphlets descriptive of the territory it traverses and data on the history and buildings of this famous transcontinental line.

Upon this phase of school work many of the principals of the public schools declare there is no text so valuable as that of the Union Pacific, the principal artery of traffic and industrial life in the great west.

The principal of one of the largest public schools in the state of New York writes: "These books are used in all geography classes from year to year until worn out. The children talk at home with their parents over what they learn about the Union Pacific railroad and the country through which it goes, and the publications fill a dual role, viz.: that of advertising mediums and that of educational instructors.

As a matter of fact, the mere building of the "Overland Route" was a great engineering triumph in itself, but the war of the rebellion demonstrated the construction of the road was a necessity. A United States history which dealt with the great west would be poor indeed if it did not recount the historic efforts of many public spirited men from Whitney to Abraham Lincoln (and others since) to organize and carry through to completion this great national highway.

The recent irrigation congress held in Chicago illustrates the value of the missionary work of this great road. Until the Mormons conveyed the waters from the mountain streams of Utah and distributed them over the valleys and table lands there was no progress made in the west in the matter of irrigation. In fact it was hardly thought of until the Union Pacific took the matter up and urged it upon settlers of the west.

Typographical maps and reading matter descriptive of the country and a synopsis of irrigation laws are being turned out in profusion for the enlightenment of the public generally.

The Union Pacific's history of the nation's new possessions ("Our New Colonies") descriptive of the Hawaiian islands became so popular that the public schools of the country, appreciating the value as an adjunct to histories and geographies in use, made great demands for this publication, and it has been largely adopted as a text book on this subject.

Other publications which have been issued from the advertising department of this road are descriptive of the resources of Nebraska, Kansas, Colorado Wyoming and Utah, and territory tributary to the Union Pacific. Thousands of these have been printed and sent

broadcast over the United States and Europe, used as advertising mediums for inducing settlers to come west. They have been effective in this, as thousands of the business men and investors have come solely on account of descriptive matter contained in the little volumes, and the facts therein contained.

One book that has attracted particular attention is "Some of Wyoming's Vertebrate Fossils." This is descriptive of the great burying ground of Wyoming, where lie the bones of the thousands of great animals that roamed over the western hemisphere when it was unfit for the habitation of man. This publication has been read by men of all classes and has formed the subject for innumerable lectures by the professors in the colleges of the east.

Instead of merely using bill boards and dead walls for calling attention to the running of trains the advertising department of the Union Pacific has followed the plan of putting out attractive reading matter, thus getting the books before the public and making them valuable additions to the library and the household.—The Chicago "Chronicle" December 9th, 1900.

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