

the Port of Wyoming," no less than seven steamboats having passed up in that week; the Regular St. Joseph, Omaha & Council Bluffs Packet "Watossa" is a steady advertiser, and will positively make weekly trips during the season of 1857; the editor notices with much pleasure the rapidity with which S. F. Nuckoll's large stone Store House progresses; instruction in the use of the Scriptures and the singing of church music are advertised; Wm. J. Hughes, M. D., tenders his professional services to the citizens of Wyoming City; F. S. Haffa respectfully announces to the citizens of Wyoming City and the surrounding country, that he has opened a Coach and wagon manufactory; The Telescope has advertisers in St. Louis, Chicago, Minneapolis and Sioux City, besides a good number from Nebraska City, Plattsmouth, Florence, Clinton, Cassville, Lewiston and Kanosha, as befits the organ of the "place formed by nature," as the editor explains, "for the depot of the Weeping Water valley." But who can now tell where Lewiston and Clinton, N. T., and those other places stood? Just as two or three could not be gathered together on the prairie in those days with-

**The Railroads.** out organizing themselves into a City, so no cluster of shanties was not happy without its railroad; for it was foreseen—rightly as we now know—that where the Pacific road planted itself, there would be the city of the future; so all were ambitious to have "the ferruginous equine quadruped whisk his tail in our midst," as one early editor neatly put it. Probably nothing in the history of Wyoming City, N. T., is more curious reading than the story of the Wyoming, St. Peters and Fort Kearney Railroad Company, which was organized at a great mass meeting convened in Mahan Hall on the evening of September 15, 1875. A notice, signed "many citizens" had been published a month beforehand, calling on the inhabitants of the surrounding country and of Civil Bend, Iowa, to come out "for an interchange of sentiment;" and in the interval the "Telescope" had contained several interesting articles by Amicus and others pointing out why the railroad should be built from Wyoming and no other point. H. Hurst, Esq., presided over the meeting; a code of rules and regulations, prepared by J. G. Treadway Esq., was adopted; a committee was appointed to memorialize congress; "the meeting was then addressed in an eloquent and forcible manner by Charles Van Wyck, Esq., and others," and adjourned.

It was pointed out that railroads

were no longer an experiment, as was demonstrated by "the successful operations" of the railroads of Michigan, New York, Pennsylvania and other states." These had shown that the "inconveniences of snow and cold" were not insurmountable obstacles, and had also proven that railroading paid, for they were all "declaring largely increased annual dividends." And if this was the case in those effete civilizations, what could not be expected in this favored section; "with a climate peculiarly favorable to the production of the grape, the strawberry, the raspberry, the wild plum and the apple? Why, the "hardy New Englander" would rush in by train-loads, to a spot where, "in the geographical center of the United States, he may proudly reflect and watch with constantly increasing interest upon the giant growth which as a people, we are so rapidly attaining."

But without waiting for the hardy New Englander to embrace this privilege, just give "the **A Sure Thing.** wealthy companies that are not organizing to our west" a railroad outlet to the Atlantic for the millions of bushels of excellent salt which will be there manufactured (on Salt Creek, no doubt) and you at once perceive that a sure and never failing source of revenue is immediately secured. The heavy dividends which the stockholders would realize, would give to this road a character, equal to those which lead from the great coal works of Pennsylvania into the wealthy manufacturing and commercial marts of Philadelphia and Pittsburg." This ought to have been conclusive; but there was yet more behind. Figure up the sums to be earned by hauling coal to the "furnaces of the manufacturers of your city" and other points, "and some idea may be drawn of the value of the stock." Nor was this all; the bold statement is advanced that the country between Wyoming and Fort Kearney is of value for the growing of cereals, "while as a stock-raising country, it is not surpassed by the musquette country of Texas, or the reeds of Michigan."

The Wyoming, St. Peters and Fort Kearney Railroad Company was accordingly organized, with a capital stock of four million dollars, "with power to increase the same to fifty millions;" a committee was appointed to see that subscription books were opened in Boston, New York, Philadelphia, Chicago, St. Louis, New Orleans, Cincinnati, Pittsburg "and such other places as said committee may think proper;" and the rest of the story, as Mr. Kipling says in concluding one of his tales, is not worth the telling.

The dwellers upon the fertile and health-giving lands of the Trans-Mississippi and Trans-Missouri domain do not, as a rule, appreciate the value of their fields and homes. There are no other lands comparable to them, in this same latitude, anywhere else on the globe. Rockless, stoneless and stumpless, they offer to the plowman the best return for his labor and the highest and surest compensation for deep tillage. Rich in potash which has been distilled into them from the ashes of autumnal prairie fires for uncounted centuries, and opulent in plant food of all desirable sorts these vast stretches of prairie land offer to intelligent agriculture satisfactions and emoluments innumerable.

But, as "familiarity breeds contempt," there are hundreds and thousands of pretty good men, and women too, who asperse, decry and depreciate the capabilities and productive resources of this empire of arable land.

The fact that forty successive years of cropping these lands exhibit fewer failures than on any other lands in the United States which have been consecutively tilled for the same period of time is not remembered.

The fact that these lands by their generous returns, have lifted up tens of thousands of human beings from the depths of poverty to the fairest heights of domestic comfort and opulence is ignored.

The great Northwest is unappreciated by many of its own people. It is undervalued. It is because they have traveled too little.

If The Conservative could take all the discontented denizens of Kansas, Iowa, Nebraska, the Dakotas, and Missouri in a big balloon and sail them over all the other states and let them see farms and farming there, and homes and homelife there, it would return the excursionists in a most contented frame of mind. And each and every one would glorify the prairie states.

The towns and **EMBELLISHMENT.** all suburban and rural homes in Nebraska are needing decoration in the way of landscape gardening. There is no state in the Union which will respond more readily to intelligent arboriculture and floriculture than our own. The gently undulating lands of eastern Nebraska present possibilities in adornment which stimulate every lover of the beautiful to create a public sentiment and popular movement towards village and home improvement. THE CONSERVATIVE congratulates Nebraska City upon being the first in this field of usefulness, as it was in the founding and upbuilding of a free public library. Let efficient and judicious activity along these lines be increased and intensified.