## THE STAR OF EMPIRE

Growth of Population and Material Wealth Beyond the Mississippi.

HISTORIC FACTS AND CONVINCING FIGURES

Railway and Postal Facilities, Colleges and Public Schools, Mineral Wealth, Products of the Farm and Orchard-Live Stock and Manufactures,

fAddress before the Young Men's Christian association at Omaha by Edward Rose-

Just before sunrise on Friday, the 3d of August, 1499, Columbus set sail from Palos with three diminutive vessels, manned by 120 sailors and officers, on the voyage of exdoration which resulted in the discovery of America on Friday, October 13, of the same year. The chart of 1492 exhibits the coasts of Europe and Africa from the south of Iro-land to the end of Guinea, and opposite to them on the other side of the Atlantic, the extremes of Asia or, as it was then termed. ndla, but is now known as the Western

After three centuries of colonization this larger half of the globe counted only from 10,000,000 to 12,000,000 of population, including the native races, Africans imported by slave traders, Europeans and the descend-

ants of Europeans who had settled on American soil since its discovery.

In the year 1800 the United States of America contained 5,308,483 inhabitants, nearly one fifth of whom were negro slaves. Even after two centuries of struggie the land was still untamed forests, except here and there a strip of cultivated soil. The minerals lay undisturbed in their rocky beds. and more than two-thirds of the people clung to the seaboards within fifty miles of the tide water, where alone the wants of civilized life could be supplied. The center of population rested within eighteen miles of Baltimore, north and east of Washington. The entire continent was not much easier to The entire continent was not much easier to penetrate than when La Salle and Hennepin found their way to the Mississippi more than

Two wagon roads crossed the Alleghany mountains in Pennsylvania, one leading from Philadelphia to Pittsburg, one from the Potomac to the Monongahela, while a third passed through Virginia southeastward to Knoxville, Tenn., with a branch through the Cumberland gap into Kentucky. By these roads and by traits less passable from North and South Carolina, or by waterways from the lakes, between 400,000 and 500,000 persons had invaded the country beyond the Allerband. leghanies.

Nowhere did eastern settlement touch western. At least 100 miles of mountainous country held the two regions apart. The shore of Lake Erie, where alone contact seemed easy, was still unsettled. The Indians had been pushed back to the Cuyahoga river and a few cabins were built on the site of Cleveland. Even western New York was still a wilderness, Buffalo was not laid out. Rochester did not exist. Utica contained fifty houses. Albany was a Dutch

city with some 5,000 inhabitants.

The people of the old thirteen states along the Atlantic seaboard thus sent westward a wedge-shaped mass of nearly half a millio persons from the region penetrated by the Tonnessee, Cumberland and Ohio rivers to the western limit of the union. With the exception that half a million of people had crossed the Alleghanies and were struggling with difficulties that appeared almost insurmountable America, so far as concerned phy sical problems, nad changed little in lifty years. The same bad roads and difficult rivers connecting the same small towns stretched into the same forests in 1800 as when the armies of Braddock pierced the western and northern Alleghanies, except that these roads extended a few miles farther from the seacoast. The 5,000,000 Americans struggling with the untamed continent seemed hardly more competent to their task than the beaver and buffalo, which had for countless generations made bridges and roads

Even by water along the seapoard commu nication was as slow and almost as irregular as in colonial times. At the opening of the nineteenth century no regular packet plied waited till a sloop was advertised to sail, they provided their own bedding and sup-plies and a week on the North river or on known to travelers. The settler who, after buying wagons and horses, hauled his family scross the mountains, might buy or build a flat bottomed ark to float with him his be-longings down the Ohio river in constant danger of being attacked or being sunk. If he carried his tobacco and wheat down the Mississippi to the Spanish port of New Or-Mississippi to the Spanish port of New Or-leans and sold it, he might return on horse-back through the Indian country from Natchez to Nashville, or he might take ship to Philadeiphia, if a ship were about to sail, and sgalu cross the Alleghanies. Nearly all the rivers which penetrated the interior were liable to be made dangerous by fresh-ets, and both dangerous and impassable by drought, yet such as they were these streams made the main paths of traffic

made the main paths of traffic.

In the year 1800 one general mail route extended from Portland, Me., to Louisville, the time required for the trip being twenty days. From Philadelphia a branch line went to Lexington in sixteen days and into

Nashville in twenty-two days.

The gross receipts for postage in the year ending October 1, 1801, were only \$320,000 for the whole United States. For the year 1891 the postoffice receipts of Omaha alone were \$264,588.29, exclusive of money order transfers which aggregated \$1,836,545.91.

In 1800 the census of the city of Beston showed 25,000 inhabitants. In appearance Beston resembled an English market town. The sidewalks as well as the crocked and narrow streets were paved with round cobble stones and were divided from the carriage way only by posts and a gutter. The streets way only by posts and a gutter. The streets were almost unlighted at night, the few oil lamps rendering the darkness more visible and the rough pavements rougher. Such a thing as police hardly existed. The total bank capital of Boston at the beginning of this century, including a branch bank of the United States, was about \$2,500,000.

The state of New York had a population of 573,000, and the valuation of all the property of the Empire atate was a fraction over \$100,000,000,000, while that of Massachusetts was \$84,000,000,000, or less than one-half of the as-

\$100,000,000, while that of Massachusetts was \$84,000,000, or less than one-half of the assessed valuation of Nebraska at this time.

New York city had a fraction over 60,000 population. The city resembled a foreign seaport, badly paved, undrained, and as foul as a town surrounded by the tides could be. No day police existed. The night police consisted of two captains, two deputies and

No day police existed. The night police consisted of two captains, two deputies and seventy-two men. Two banks besides the pranch bank of the United States supplied the financial wants of the American metrop-

olis.

During the first quarter of the present century the westward trend of civilization was very slow. Up to 1825 canals had not been thought of west of New York. The average time required to make a trip from Cincinnati to New Orleans and back was six months. The craft made use of were necessarily small and the average. sarily small, and the cargoes proportionally light, and when they arrived in New Orleans light, and when they arrived in New Orleans in flat boats, which could not be taken back, the boats were abandoned and the hands returned by land. Under such disadvantages, the commerce of the country was nominal. The farmer had no motive to increase the produce of his fields beyond the wants of his family and of newcomers who might settle in his neighborhood. Corn and oats rarely commanded more than 10 or 12 cents a bushel, and wheat from 30 to 40 cents. The average price of good beef was \$1.50 per 100, and pork from \$1 to \$2 per 100, according to quality.

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During this period our national government entered upon a scheme of internal improvements. The national road commencing at Cumberland, Md., and running thence westward to Ohio, through the state of Pennsylvania, and thence through central Ohio, was constructed at the expense of the general government, and about \$3,000,000 was expended on this highway by 1835. It was the first great national movement in the direction of internal improvements.

The Era of Canals.

During this period of depression, when the produce of the country would not defray the expense of transportation to a distant market, the Miami canal was projected.

By an act passed by the legislature of Ohio in 1822 the governor was authorized to employ engineers to make surveys of the country between Lake Erie and the Ohio river with a view of discussing the practicability of uniting these waters by a navigable canal. In February, 1825, an act was passed to pro

state of Ohio by navigable canals by an almost unanimous vote of the legislature.

The construction of canals was begun in

1825 and by 1822, 400 miles of navigable canals were completed. The opening of the first Ohio canal was accomplished July 4, 1827. On that day the first boat descended from Akron to Cloveland. She was cheered on her passage by thousands of people who assem-

passage of thousands of people with assem-pled from the adjacent country to witness the novel and interesting sight.

According to Governor Trimble "the de-scent of a boat of fifty tons burden from an eminence of 400 feet, constituting the union between the waters of the north and south. awakened feelings of the most exalted patriotism." With the canals extended from the lake to the Ohio river, north and south, and the national road east and west, Ohio experienced rapid growth and the valuation of property in that state, which was \$74,243,033 rose to \$508,581,911 by 1852, and the increase of population during that time was about 111

The Advent of Railroads. The advent of the railway revolutionized the entire system of travel, traffic and colon-ization. The magnificent resources of the great Mississippi basin has attracted the at-tention of business men in the Atlantic states as promising an immense volume of trade between the two sections. The most exalted anticipations of the great west then indulged were exceedingly feeble compared with what has since been realized. They were sufficient, however, to excite a keen and powerful com-petition between the cities of the seaboard for tne trade of that region. Boston, New York and Philadelphia expected to pass the Allegnany mountains in their northern and less lofty portions by means of canals and thus tap the eastern water shed of the Mississippi basic. Baltimore, though nearer to the west than any of them, was compelled to resign this hope on the report of the engineer, General Beruard, who represented the natural and financial obstacles to canal construction across the mountains as practically in mountable. The highly wrought expectations were followed by despondency. Meanwhile the idea of a railway was suggested by parties who had observed the operation of the infant railroad system of England. On the 4th of July, 1828. ground was broken for the Baltimore & Ohio railroad, and the first passenger railway in the United States was placed under con-struction. New York soon organized the New York Central and New York & Erie railways to draw the western produce from the prolific regions bordering on Lake Erie. The construction of these railways, and the previous lines of canal across the Alleghanies, exercised a powerful influence on the destinies of the nation. Without the intervention of these modern improvements, the east and the west would have grown up as comparatively independent communities. The first line of separation which threatened the unity of the republic was that of north and south, which divided the east and western section. The southern Atlantic states were not indifferent to this competition. The South Carolina railroad was commenced in 1830 and in 1833 completed to Hamburg, 136 miles. It was then the largest railroad in the world and was the first upon which appeared an engine of American construction. It was also the first railroad upon which the mails were transported. Virginia and North Carolina and some construction of railways connecting also constructed lines of railways connecting with the west and southwest, and these two primary sections of our country, east and west, had established along their entire lines of demarcation commercial relations and common interests of incalculatile value, settling permanently the question of their polit-

ical union. Rallroad History. In 1825, the very year that the Erie canal went into operation, an event hardly to be matched for its importance occurred—the successful application on the Darlington & Stockton railway of steam to purposes of locomotion. The railway first undertaken in the United States was a short line of about three miles for the transportation of granite to the Neponset river near Boston. The first locomotive ever used in the United States was one imported from England in 1829. The first experimental trip was made in August, 1829, but the use of this locomotive had to be abandoned because it was found too heavy. The first locomotive built in this country was placed on the South Carolina railroad in

placed on the South Carolina rairoad in 1830. The use of locomotives, however, was not firmly established until 1833, just sixty years ago. In 1830 there were twenty-three miles of railway in operation in the United States. By 1832 the mileage had increased to 229 miles, and in 1835 the country nad 1,098 miles of railroad. The first through railroad from the east westward was completed in 1842 between Boston and Albany, connecting at he latter place with the Erie canal. In the same year the last link of the line from Albany to Buffalo was opened. At the end of 1848 the total mileage of all the railroads in the country was 5,996 miles, or about 500 miles more than there are now in the state of Nebraska. Forty years ago, in 1852, the railway mileage of the United States was 12,-908. Kansas and Nebraska alone have 14,182 908. Kansas and Nebraska alone have 14, 182 miles of railroad at this time. In the spring of '51 the Erie railroad was completed from New York to Lake Erie and in 1852 the Michigan Central was completed from Lake Erie to Chicago. In 1853 the first continuous line of 1,000 miles of railway was formed between Boston and Unicago. In 1858 the Pittsburg & Fort Wayne railroad opened its important line Wayne railroad opened its important line from Pittsburg to Chicago, completing the second great trunk line from New York to

In the states west of Ohio no railroad of importance was constructed previous to 1849. The first line running east and west through Indians was opened in 1853; the next line, the Ohio & Mississippi in 1857. The first railroad in Illinois was undertaken in 1839, but it was abandoned after a few miles had been con structed and mule power supplanted the loco motive as a measure of economy. The first railroad to connect Lake Michigan with the Mississippi river was the Chicago & Rock Island in February, 1854. The Burlington & Quincy railroad reached the Mississippi river in 1856 and the Milwaukee & St. Paul in 1858. It was not until 1859 that the Hannibal & St. Jean the process railroad of the greater. St. Joseph, the pioneer railroad of the greater west, was completed to the Missouri river at St. Joseph. Six years later, in 1865, the Chicago & Northwestern railroad, which had distanced all competitors in the race toward Omaha, was completed to Council Bluffs. When I came to Nebraska in the fall of 1863 I had to travel by rall from St. Louis to St. Joseph, thence up the Missouri river by stoamboat, which after seven days' journey landed me sixteen miles below Nebraska City on a sandbank. [Laughter.] Then I had to take a stage coach to Omaha, which made the trip from St. Louis to Omaha last made the trip from St. Louis to Omana last, nine days. In November, 1884, I wanted to go east from Omana by way of Chicago and had to travel 170 miles by stage to reach Boone station, on the Northwestern road.

Nearly all the pioneers who caught the California or Pike's Peak fever came west

by railroad as far as the Missouri river and then from Leavenworth, Atchison and Omaha they crossed the plains by stage ceach or by teams over plains and mountains through Utah, Nevada and on to the Pacific slope.
It is to the credit of the Mormons that they opened the path of civilization across the continent. It is chiefly through the Mormons that the roads were made more safe than they otherwise would have been by reason of the large number of Indians, many of son of the large number of Indians, many of whom were very savage and entirely unfriendly to whites, that roamed from one part of the continent to the other. These Mormons had been driven out from Nauvoo and Arkansas and Missouri. They first made a settlement on the east bank of the Missouri river at what is now known as Council Bluffs, but was then named Kanesville. They crossed the Missouri river and established the town at Florence and in the early spring of 184s they started out across the continent on foot, with wheelbarrows or whatever conveyance they had at hand. Men and women walked all the way from the Missouri river more than 1,000 miles through a wilderness where

all the way from the Missouri river more than 1,000 miles through a winderness where not a blade of grass had been grown by the hand of man.

The Mormons were largely instrumental in the construction of the Pacific telegraph and Brigham Young constructed a great portion of this pioneer line between Salt Lake and Julesburg, where the connection was made on July 4, 1863, which placed the Atlantic and Pacific states in telegraphic communication.

communication.

That the Mormons have done a great deal that will always be a blot upon their name is undoubtedly a historical fact, but that they have contributed largely to the sivilization of the western country cannot be gainsaid.

California's Pioneers. The discovery of gold is California in 1848 gave rise to an extensive emigration from every state in in the union and from Europe. The erroneous impressions regarding the agricultural character of that region at first

gave to this emigration the charecter of mere adventure. Men proposed for a short time to exite themselves from civilization and undergo special hardships in the hope of rap-idly amassing wealth, with which they could return home and then assume higher positions in society. This fact in connection with the wonderful geniality of climate and beauty of scenery soon began to attract per-manent settlement. A vigorous organization of American society was speedily effected and three Pacific states were added to the union with a civilization of an advanced order, embracing a population hardy, energetic and enterprising. These communities were isolated by thousands of miles of wilderness. Early geographers had located in the beart of our continent a broad strip which they designated as the great American desert, in-tersected by formidable mountain chains, across which a few daring explorers, following the migrations of the deer and the buf-falo, had traced toilsome and perilous routes. The alternative of this route was another partly by sea and partly by land over foreign territory and a still longer sea route around the continent of South America. The increase of the agricultural and mineral products of the Pacific slope seeking eastern markets demanded speedier and transportation. The swelling tide of emigration called for greater facilities of travel. The heart and brain of the American people had been perplexed with these problems from the commencement of our Pacific settlements. As early as 1849 a committee of the house of representatives reported on a project for the construction of a railroad from Lake Michigan to the Pacific ocean. The early projects resulting from very imperfect information were necessarily crude and unsatisfactory. The pressure of public interest involved, however, was too powerful to be postnoned, and the general government was constrained to take initial action by the modest provision in the act of March 3, 1853, making appropriations for the support of the army for the employment of the topographical engineer corps in making explorations for a railway from the Mississippi river to the Pacific ocean. This was the initial step toward the construction of the Pacific railroad, which finally culmin-ated in the act of 1862, providing for the con-struction of a main line of railway and tele-graph from Omaha to San Francisco, with a branch diverging southward at the 100th meridian and terminating at the mouth of meridian and terminating at the mouth of the Kansas river. The Central Pacific Railroad company, a corporation under the laws of California, was authorized to construct the western portion of this line. The magnitude of the task of constructing the initial line of the transcontinental railway was largely overrated and immense profits consequently accrued to the capitalists who had faith in the enterprise. On the 10th of May, 1869, the golden spike was driven at Pro-montory Point, near the head of Salt Lake, and the junction of the Central and Union Pacific railroads completed the bands of iron that unite forever the people of the Atlantic states with those at the Golden Gate. Since that memorable event the greater west has undergone a most mar-vellous development, the like of which we

San Francisco in '48. In 1848, just before gold had been discovered in California, the city of San Francisco had a population of 850 all told and consisted of about 200 wooden buildings. In the spring of 1848 there began to be rumors of gold discoveries in the foothills of the Sierra Nevada, and presently actual miners ap-peared in town showing small parcels of gold dust. Then came an era of wild speculation and extravagant prices. Common laborers were getting \$10 a day and ordinary mewere getting \$10° a day and ordinary mechanics \$20; men who had lived on \$5° a month now spent hundreds; men who had been idlers formerly were now among the most industrious and men who had before never wasted a day became loungers and gamblers. The mad scramble for wealth manifested itself on all sides. In the first six months of 1849 15,000 souls were added to the population of San Francisco and by the

have no record of in ancient or modern histoy.

the population of San Francisco and by the end of the year the Pacific coast metropolis had over 25,000.

And how did they all livel in frame houses of one story, more commonly in board shanties and canvas tents, pitched in the midst of sand or mud and various rubbish and strange filth and fleas; and they slept on rude cots, or on "soft planks" under horse blankets, on tables, counters, floors, on trucks in the open air, in bunks braced against the weather boarding, forty of them in one loft; and so they tossed and scratched, and swore and laughed, and sang and skylarked—those who were not tired or drunk enough to sleep, They labored and they lugged, they worked on lighters, drove trucks, packed mules, rang bells, carried messages, "wated" in restau-rants, "marked" for billiard tables, served drinks in bar-rooms, "faked" on the plaza, 'cried' at auctions, toted lumber for houses ran a game of faro or roulette in the El Dorado or the Bella Union, or manipulated three-card monte on the head of a barrel in front of the Parker house; they speculated in beach and water lots, in lumber, pork, flour, potatoes: in picke, show-els, pans, long boots, slouch hats, knives, blankets and Mexican saddles. There were doctors, lawyers, politicians, preachers, even gentiemen and scholars among them; but they all speculated, and as a rule they gam-bled. Clorks in stores and offices had munifi-cent salaries; \$5 a day was the smallest stipend even in the custom house, and one Saptist preacher was paid \$10,000 a year. Laborers received \$1 an hour, a plok or a shovel was worth \$10, a tin pan or wooden bowl \$5, and a butchers' knife \$30. At one time the carpenters, who were getting \$12 a day, struck for \$16. Lumber rose to \$500 per 1,000 feet, and every brick in a house cost a dollar. Wheat flour and salt pork sold at \$40 a barrel, a small loaf of bread was 50 cents and a hard boiled egg \$1. You paid \$3 to get into the circus, and \$5; for a private box. Men talked dollars, and a copper coin was an object of antiquarian interest. Forty dollars was the price for ordinary coarse boots, and a pair that would ordinary coarse boots, and a pair that would carry you gallantly through the quagmires brought a round \$100. When a shirt became very dirty the wearer threw it away and bought a new one. Washing cost \$15 a dozen in 1549. Reats were simply monstrous—\$3,000 a month in advance for a store hurriedly built of rough boards. Wright & Co. paid \$75,000 for the wretched little place on the corner of the Plaza that they called the Miners' bank, and \$36,000 was asked for the use of the Old Adobe as a custom-house. The Parker house paid \$120,000 a year in rents, nearly one-half of that amount being collected from the gambiers who rented the second floor; and the canvas tent next door used as a gambling saloon, and called the El Dorado, was good for \$40,000 a year. From 10 to 15 per cent in advance was paid for the use of money borrowed on substantial security. The prices of real estate went up among the stars: \$8,000 for a fifty-vavra lot security. The prices of real estate went up among the stars: \$8,000 for a fifty-vavra lot that had been bought in 1848 for \$20. Yet, for all that, everybody made money, although a man might stare aghast at the squalor of his lodging, and wish that he might part with his appetite at any price to some other man. It was some such man as this who preserved the bill of fare of the Ward house for dinner there on the 27th of October, 1849, which can as follows: Oxtail soup, \$1; baked trout with anchovy sauce, \$1.50; roast beef, \$1; roast lamb. chovy sauce, \$1.50; roast beef, \$1; roast lamb, stuffed, \$1; roast mutton, stuffed, \$1: roast pork with apple sauce, \$1.25; based mutton, caper sauce, \$1.25; corned beef and cabbaze, \$1.25; ham, \$1; curried sausages, \$1; lanb and green peas, \$1.25; venison with sauce, \$1.50;

green peas, \$1.30; venison with sauce, \$1.30; stowed kidney, champagne sauce, \$1.25; fresh eggs, \$1; sweet potatoes, 50 cents; Irish potatoes, 50 cents; cquash, 50 cents; bread pudding, 75 cents; mince pie, 75 cents; brandy peaches, \$2; rum omelette, \$2; jelly omelette, \$2; cheese, 50 cents; and prunes, 75 cents;

prunes, 75 cents.
At the El Dorado hotel at Hangtown (a At the El Dorado hotel at Hangtown (a mining camp) the dainty menu offered "beef with one potato, fair size," \$1.25; "beef up along," \$1; "baked beans, greased," \$1; new potatoes, peeled," 75 cents; "hash, low grade," 75 cents; "hash, low grade," 75 cents; "hash, is Karats," \$1; "roast grizzly," \$1; "jackass rabbit, whele," \$1.59; "rice, with brandy peaches," \$2, and "asquare meal" for \$3. "All payable in advance. Gold scales on the end of bar." But the small, cheap gold scales cost \$50 and the coarse knives and forks not less than \$25 the pair.

Popular and Political Growth.

In 1850 the states and territories west of the Mississippi river had an aggregate population of 1,730,344, and the country west of the Missouri, excluding Texas, Louisiana, Arkansas and Missouri had a population of only 183,597; in other words the population of the vast region west of the Missouri in 1850 was not as large as the population of Omaha is today.

1850 was not as large as the population of Omaha is today.

In 1860 the population west of the Mississippi numbered 4,359,615 and that of the states and territories west of the Missouri 755,023 or about 300,000 less than the population of Nebraska is today. In 1860 the population of Nebraska was 28,841 and that of the two Dakotas 2,500. In 1890 the population of Nebraska was 1,055,793 and of the two Dakotas 511,537. In 1870 the

population west of the Mississippi was 6,-430,167, and the population of the states and territories west of the Missouri had reached 1,493,896. In 1893 the greater west contained a population 15,170,315, within the states and territories west of the Missouri aggregated 5,017,213 in population. Mark the contrast. From 755,000 population in 1860 the states and territories west of the Missouri had inand territories west of the Missouri had in-creased their population to fully 6,000,000 by 1892. In 1800 the population of the United States was 31,433,000 and in 1890 it had reached a fraction over \$3,000,000. In other words, while the population of the United States doubled in thirty years, the population west of the Missouri river has multiplied wine fold during the same regist. nine fold during the same period.

The nineteenth century, and more especially the last half of it, has witnessed not merely the marvelous development of the material resources and collessal increase of wealth in the greater west, but also a great political revolution. One hundred years ago the 135 electoral votes cast for president were divided as follows: New England 38 votes, New York, Pennsylvania and New Jersey 34 votes and the southern states 63. Ohio, Indiana and Illinois did not appear in the electoral college until after the year 1890. It will be observed that the New England states, New York, Pennsylvania and New Jersov had a majority of 6 in the electoral college. The central states and the greater west—that is, the country west of the Miss-issippi—was entirely unrepresented. The first political recognition of the region beyond the Mississippi did not take place until 1812, when Louisiana cast three votes in the electoral college out of a total of 218 votes. In 1820 the greater west was represented by Louisiana and Missouri with six votes out of a total of 235. The great west, as it was then understood, was represented by Kentucky 12 votes, Ohio 8, Indiana 3 and Illinois 3, making in all 32 votes west of the Alleghanies, New York alone had 29 electoral votes at that time.

In 1840 the total popular vote of the United In 1840 the total popular vote of the United States for president was 2,410,778, and the number of electoral votes 294, Kentucky, Onlo, Michigan, Illinois, Indiana, Louisiana, Arkansas and Missouri, representing west of the Alieghanies, had 65 votes. Only 12 of these votes represented the entire country west of the Mississippi, while New York and Pennsylvania had 72 votes, or 6 more votes than all the states west of the Alleghanies. The state of New Jersey cast as many votes in 1840 as did the whole country west of the Mississippi.

In 1852, just forty years ago, the popular vote for president was 3,144,601, represented by 2% votes in the electoral college. Of these Arkansas had 4 votes, California 4. Illinois 11, Indiana 13, Iowa 4, Michigan 6, Texas 4, Kentucky 12, Louisiana 6, Ohio 23, total, 96 votes west of the Alleghanies, While New York had 35 votes the country west of the Mississippi had only 31 votes in this election. Twenty had only 31 votes in this election. Twenty years later, in 1872, the popular vote was 0,466,165, of which the country west of the Mississippi cast 931,078, the electoral college numbering 366. Arkansas had 6. California 6, Iilinois 21, Indiana 15, Iowa 11, Kentucky 12, Louisiana S, Kansas 5, Michigan 13, Minnesota 5, Missouri 15, Nebraska 3, Nevada 3, Oregon 3, Texas S, total west of the Alleghanies, 134 votes, west of the Mississippi 68.

The popular vote of 1888 for president was 11,384,937; that of the country west of the Mississippi 2,388,602, or only 22,176 less than were cast in the whole union in 1840. In the electoral college in 1892 we shall have 444 votes. Of these the greater west will have: Louisiana 8, Arkansas 8, California 9, Colorado 4, Idaho 3, Iowa 13, Kansas 10, Missouri 17, Montana 3, Nebraska 8, Ne vada 3, North Dakota 3, Oregon 4, South Dakota 4, Texas 15, Washington 4, Wyoming 3, total 119, and 58 of these will be west of the Missouri, excluding Texas, Louisiana and Arkansas. All of the states west of the Al-

It is safe to say that in 1893 the states west of the Missouri alone will cast one-fourth of the popular vote in the United States.

egbanies did not have one-fourth of the elec-

The Greater West. Do you realize the magnitude of "the Do you realize the magnitude of "the greater west" Have you any conception of the vast resources of the empire that lies beyond the Missouri! The area of the whole United States is 3,527,069 square miles. The urea of "the greater weat" is 2,129,155, and the states and territories west of the Missouri atoms cover an area of 1,571,194 square miles. "The greater west," then, covers an area one, third larger than the states east of area one-third larger than the states east of the Mississippl, and the states and territories west of the Missouri, including Texas, cover larger area than the entire country cast of

the Missouri River. In 1860 there were only 2,100 miles of railway in the country west of the Mississippi. Today the railroad mileage west of the Mississippi is 62,012 miles. In 1860 there were only 2614 miles of railroad west of the Missouri. Of these, California boasted 23 miles and Oregon 33 miles. Today we have 35,450 miles of railroad in the states and territories west of the Missouri, or 4,815 miles ore than the entire railroad mileage of the Juited States in 1860. The number of postoffices in the United

States thirty years ago was a fraction over 30,000. Now there are 18,799 posoffices in the states and territories west of the Mississippi, and of that number 9,296 are west of the Mississippi. and of that humber 9,290 are west of the Mis-souri. Nebraska, thirty years ago, had 45 postoffices, while today she has 1,127. The total revenue of the postoffices west of the Mississippi for the past year was \$11,780,192, of which \$7,268,068 represents the postal receipts of the region west of the Missouri. In 1860 the total postoffice receipts for the Inited States were only a fraction over \$11,

"The greater west" is more than keeping pace with the country at large in educational institutions. We have in the states beyond the Mississippi 121 universities and colleges of which number fifty-three are in the states and territories beyond the Missouri. The aggregate number of pupils enrolled in the public schools of the greater west is 3,212, 843 of which number 1,329,881 are in the country west of the Missouri. Our own state has a quarter of a million children enrolled in her public schools. The number of school houses in the greater west is 61,818, of which number 29,423 are in the states and erritories west of the Missouri.

The number of newspapers published in the whole United States thirty years ago was less than 5,000. Now the number of newspapers published in the region west of the Mississippi aggregates 5,509, of which number 3,122 are published west of the Mis-

The assessed valuation of property, rea and personal, in the states and territories west of the Mississippi aggregates \$3,543,814,000, of which \$1,299,314,000 represents the assessed valuation of property west of the Missouri river. The assessed value is less than one-third of the real value and it is safe to say that the aggregate value of property of the country beyond the Mississippi is not es than \$15,000,000,000.

Live Stock, Grain and Minerals Perhaps the most striking proof of the wealth and resources of the country west of the Mississippi is afforded by the reports of the Department of Agriculture for 1891. At the close of last year the number of horses the close of last year the number of horses and mules in the states and territories west of the Mississippi was computed to be 8,458,-809, and their value is estimated at \$462,639,-621. The number of cattle is computed at 30,970,616, and their value is estimated to be \$461,093,266. The number of sheep and hogs is computed at 50,811,590, and their value \$168,158,075. In other words, the aggregate value of the live stock and horses west of the Mississippi in round numbers is \$1,091,890. Mississippi in round numbers is \$1,091,890,

West of Missouri, and exclusive of Texas, Louisiana, Arkansas and Missouri, the number of cattle is 16,248,667, and their value is estimated at \$213,057,569, the number or horses and mules 4,538,080, value \$24,4775,053; number of sheep and hogs 23,382,783, value \$34,594,980; making the aggregate value of horses and live stock \$43,357,692. The total product of horses and mules of all the other states is 9,354,030, and their value is estimated at \$719,836,085.

The total cumber of cattle in the states east of the Mississippi is 23,096,974, and the value is estimated at \$461,034,021, so that the value of the cattle west of the Mississippi is a fraction greater than that of all the states east of the Mississippi, and the value of the cattle west of the Missouri is nearly one-half of the total value of all the cattle east of the Missouri, and the same ratio prevails as regards sheep and hogs. West of Missouri, and exclusive of Texas.

gards sheep and hogs.

The amount of wheat raised west of the
Mississippi river is 265,179,000 cushels, which

Mississippi river is 265,179,000 oushels, which at 90 cents per bushel would yield \$238,661,-100. The corn crop west of the Mississippi is 860,335,000 bushels, which at 25 cents per bushel would amount to \$215,083,750.

The wheat crop west of the Missouri is computed at 205,321,000 bushels, which at 90 cents would be worth \$184,788,900. The corn crop west of the Missouri is 334,325,000 bushels, which at 25 cents per bushel would amount to \$33,583,750.

The grain crop of the states west of the Mississippi, including oats, barley, rye, etc., at the lowest estimate will reach \$500,000,000,000,

and the grain and hay crops of the country west of the Missouri for 1891 will exceed in value \$350,000,000.

Mineral Production. The production of lead west of the Mis-

The production of lead west of the Missouri for 1891 is computed at \$12,385,789; copper, \$13,261,663; silver, \$09,614,004; gold, \$31,685,118; add to this coal, \$12,413,262, and you have a grand total of \$130,359,827 in the products of the mines. This computation, made by Wells, Fargo & Co., will fall short by many millions of the actual value of the products by reason of the omission of various minor metals. The coal product west of the Mississippi in 1890 was \$24,413,252, of which the Rocky Mountain region produced \$7,486,000, and the amount of wages paid in the transmississippi valles for coal mining was \$17,153,252, of valley for coal mining was \$17,150,395, of which \$5,558,244 was paid out in the Rocky mountain region. The number of persons employed was 36,165. Of these 9,793 were employed in the Rocky mountain region. You will observe that stock raising and farming has produced vastly more wealth within the past few years in the region west of the Missouri than has been realized from the mining of precious metals. I will cite only the metals. Will the only the state of California as an illustration. California's wheat crop, 33,000,000 bushels, value \$20,000,000; barley, 16,000,000 bushels, value \$12,000,000. California has 20,000,000 fruit trees. The annual crop of semi-tropical fruit is valued at \$12,000,000. The export of lemons alone is 50,000 boxes yearly. Call fornia's wool shipments for 1891 were 33,000, 000 pounds. The capital invested in Call fornia's vineyards is \$57,000,000. Two dred thousand acres planted in young vines are producing 300,000 tons of grapes and 17, 000,000 gallons of wine yearly. Six millions of sheep are grazing in California. Two honored and fifty thousand horses, 800,000 head of cattle are herded on California's ranches and farms,

"The Greater West" is rapidly gaining on the east in the number and extent of manufacturing establishments. According to the most conservative estimates the number of operatives now employed in factories and mills west of the Mississippi is 195,784, earnng in wages \$75,436,378 a year; 74,585 of hese factory and mill hands are in the country west of the Missouri and their yearly earnings aggregate \$31,773,414. The value of the product of the factories and mills west of the Mississippi during the year 1891 is computed at \$123,068,695, and the product of the states west of the Missouri alone is computed at \$108,722,053, and yet manufacturing in the west is only in its infancy in the transmississippi valley.

The speaker then closed with a tribute to the state of Nebraska and the bright and promising future of the galaxy of states that

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are comprised in "The Greater West."

REASON AND RELIGION. What Rev. W. R. Mackay Says About Con-

version and Conviction. The pulpit of Ali Saints church was occupied last night by Rev. W. R. Mackay, rector of St. Peter's church at Pittsburg, Pa. The reverend gentleman is a brother of Rev. T. J. Mackay, rector of All Saints church, and last night was his initial discourse of a series of special sermons to the men which will be delivered during the week.

"The Cry of Man for the Living God," was the subject of Rev. Mr. Mackay's sermen. He is an interesting, earnest speaker and makes a strong argument. In his introductory remarks he said it was his idea to give the pecple that heard him strong, positive truths in his series of sermons. All could not be said about the reality of religion in one single night

"Henry Ward Beecher." said he, "once emarked that he always felt like taking off his hat to every locomotive he saw. I feel the same way regarding the west, and God speed the west."

The rector then began his discourse. He said that God and Christ were the same; were of the same hue of heart, and people had human hearts. They did not belong to the beast creation to perish. People had lives and brain that were benumbed by mysteries and wonders. Humanity was found in Psalms. Men could criticise and blaspheme that book, but it was simply shining with divine thoughts and coetrines. No man ever turned his back on it without finding bimself at last in hell. The book was the cry of the real man, and he (the man) wanted the living God, and that was what the earnest man always people say that religion was declining. This was a lie. Men could not away from God and religion. They talked it everywhere. They wanted earnestness and honesty of it. That was why they talked it. Men would say more elaborate rituals were wanted and needed, but the real need was men who loved men. Not men of theories, not for more elaborate ritual, but for the great reality down below the soul.

He spoke of the positive truth of creeds as convictions—convictions and reason to the conscience of men that would bend a man a certain way. Religion was nothing if it were not founded on reason. Man could be taken by emotion or fear at the time of danger, but after it was passed he was where he was before the danger. Take him by reason and conviction and you had him like a grip of steel. Strike a man's brain and you have struck his heart. You should begin religion with yourself, and then you would have a revelation by God's mind being in contact with the mind of man.

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To the Hot Springs of Arkansas Via the Wabash Railroad. On April 7 and 8 the Wabash will sell round trip tickets at above rate, good returning until May 10. April 12 the covernment will commence sale at auction of town lots from the reservation. Only 37 hours from Omaha to the springs via the Wabash. For tickets, sleeping car accommodations and a map showing location of the property to be sold, with description of the springs, call at Wabash office, 1502 Farnam street, or write G. N. Clayton, N. W. P. Agt., Omaha,

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NOTICE TO SELECT MATERIAL FOR PAVING.

FOR PAVING.

To the owners of lots and lands fronting upon street improvement olstrict No. 354, contrising Park or 25th avenue, from Loavenworth to Hickory streets, in the city of Omaha and subject to assessment for the repaving of the same.

You are hereby notified in pursuance of ordinance No. 2988 passed and approved March 17th, 1822, to select and determine upon the kind of material to be used in repaving said improvement district, on or before the 17th day of April 1822, or the city council will determine said material.

Dated at Omaha this 21st day of March, 1832, Chairman of the Board of Public Works, M21-21-22