SEVEN RAILROAD MONARCHS

Men Who Have Risen from the Ranks Through Individuality.

HEADS OF THE GREAT UNION PACIFIC

Sketches of the Lives of the Road's Presidents, Beginning with General John Adams Dix, the First.

The accession of Horace G. Burt to the presidency of the Union Pacific marks the coming of the seventh man to the head of that great system since its building, an interval of time of over thirty years. As the construction of this road and its growth is so closely connected with the history of Omaha, and since many of the pioneer citizens of this city have had more or less intimate connection with all of these presidents, brief sketches of their lives will be of interest and very appropriate on the eve of the coming of President Burt.

The first president of the Union Pacific was bred a soldier. General John Adams Dix was born in Boscawen, N. H., on July 24, 1798, and after a collegiate education was appointed cadet and aided his father, Major Timothy Dix. He remained in the army until July 29, 1828, when he was compelled by ill-health to resign, with the rank of captain. He studied law, and was admitted to the bar. In 1830 he was appointed adjutant general of the state of New York. In later life, when the civil war broke out, he returned to the army again. On President Lincoln's first call for troops he organized seventeen regiments and was appointed one of the four major generals to command the New York forces. During the war he was in command of the Department of Maryland, and was later sent to New York as commander of the Department of the East until the end of the war.

During his lifetime General Dix was the recipient of many public honors. In 1833 he was appointed secretary of state and superintendent of schools of New York as a democrat. From 1845 to 1849 he served as a United States senator. In 1848 he was nominated by the free soil democratic party as governor, but was defeated. President Pierce appointed him assistant treasurer at New York and in 1861 he was appointed postmaster of New York. On January 10, 1861, he was appointed secretary of the treasury by President Buchanan. At the conclusion of the civil war, in 1866, he was appointed naval officer of the port of New York and later was made minister to France. In 1872 he was elected governor of New York as a republican, by a majority of 53,000, but was defeated for a second term.

General Dix's railroad career began in 1853, when he became president of the Mississippi & Missouri Railroad company. On October 30, 1863, he became the first president of the Union Pacific and held that office until 1868. For a few months he held the position of president with the Erie Railroad company. He died in New York on April 21, 1879.

"TOM" SCOTT'S TERM.

Thomas Alexander Scott, the "Pennsylvania Railroad King," who succeeded General Dix, was a railroad man almost from the time that railroads existed. He was born in London, Pa., on December 28, 1824. His father died when he was a boy. In his youth he worked on farms and served in country stores until in 1841 he became clerk to a collector of tolls on a state highway. In 1847 he was made a chief clerk to the collector of tolls at Philadelphia, and in 1850 he became connected with the partially constructed Pennsylvania railroad. In 1858 he became its general superintendent and in 1859 was chosen vice president. He was instrumental in furthering the policy by which the road gained control of its western lines. In 1871, when a separate company was formed to operate them, he became its president. He was elected president of the Union Pacific in March, 1871, and served one year. In 1874 he succeeded to the presidency of the Pennsylvania road, and resigned on account of ill-health. He was the projector of the Texas & Pacific road and was its president for many years. He died on May 21, 1881, at Earley, Pa.

Scott was prominent in the civil war. At its beginning he was appointed on the staff of Governor Andrew G. Curtin and was energetic in equipping volunteers and forwarding them to Washington. On April 27, 1861, at the request of the secretary of war, he opened a new road from Washington to Philadelphia with surprising quickness. On May 3 he was commissioned colonel of volunteers and on May 23 was given charge of all government railways and telegraphs. On August 1 he was appointed assistant secretary of war, which office he was the first to hold. On September 24, 1863, he superintended the transportation of two army corps to relieve General Rosecrans at Chattanooga, and did this with remarkable speed.

HORACE F. CLARK'S CAREER.

The next president, Horace F. Clark, was the son of a clergyman and was born in Southbury, Conn., on November 29, 1815. He was educated at Williams college, whence he graduated in 1833 and took up the profession of law, being admitted to the bar in New York in 1837. He was engaged in active practice for nineteen years. In 1856 he was elected to congress as a "hardshell" democrat, but later became a Douglas supporter. At the close of his term he was re-elected as an independent candidate. In 1857 Mr. Clark became a railroad man by becoming a director of the New York & Harlem railroad. He afterward became president of the Lake Shore, Michigan Southern & Northern Indiana railroad. In 1872 he was elected president of the Union Pacific railroad, but his term was brief, as he died on June 13 of the following year. He represented the Vanderbilt interests, being a son-in-law of Commodore Vanderbilt.

Besides these railway positions Mr. Clark was a director in the New York Central & Hudson River, the New York & Harlem, the New Haven, Hartford & Springfield, the Shore Line, the Chicago & Northwestern and held valuable interests in other lines. He was also president of the Union Trust company of New York and an active manager of the Western Union Telegraph company. He was also an operator in Wall street.

SIDNEY DILLON'S SERVICE.

Sidney Dillon, the succeeding president, was born in Northampton, N. Y., May 7, 1812. Chicago as the chief engineer of the road, another of those who were reared in the on a farm. His family was of revolutionary ancestry. He entered railroad life when a mere lad, being first employed as an errand boy on the Mohawk & Hudson railroad, the first road built in his native state. He next entered the service of the Rensselaer & Saratoga. In a few years he became overseer of contracts on the Boston & Providence and other lines. In 1838 he took his first contract and completed it with profit in 1840, from which time his contracts became very numerous. During this period of his life he engaged in the construction of the Hartford & Springfield, Vermont & Massachusetts, Rutland & Burlington, Central of New Jersey, Morris canal, Boston & New York Central, Philadelphia & Erie, Erie & Cleveland, Morris & Essex, Boston, Hartford & Erie, the Iowa, the New Orleans, Mobile & Chattanooga, the Canada Southern, the Union Pacific and many others. Altogether, he was engaged in over forty of the leading public works of the United States, and the contracts amounted to over $100,000,000. At Jay Gould's suggestion he was made president of the Union Pacific in 1874, which position he held until 1884. During these ten years the company paid dividends to the stockholders in the sum of $28,050,000, and the stock advanced from 14 to 131¾. In 1884 Dillon retired from the presidency and was succeeded by Charles Francis Adams, but when Gould secured control again he was once more chosen president. He held the office until the spring of 1892, when he declined re-election and was succeeded by S. H. H. Clark. He died on June 9, 1892.

CHARLES FRANCIS ADAMS.

Charles Francis Adams was a second son of Charles Francis Adams, the famous diplomatist and grandson of John Quincy Adams. He was born in Boston May 27, 1835. He was graduated from Harvard college in 1856 and was admitted to the bar in 1858. He served in the army throughout the whole of the civil war and was mustered out in July, 1865, with the brevet rank of brigadier general of volunteers. After that he devoted himself principally to railroad matters, and in 1869 was appointed a member of the Board of Railroad Commissioners of Massachusetts. In 1884 he was elected president of the Union Pacific and served in that capacity until Dillon was again elected to succeed him in 1890, when the Gould interests again secured control of the road.

S. H. H. CLARK'S BEGINNING.

S. H. H. Clark, who followed after Dillon's second term, is also a man from the ranks. He began his railroad career when young on a gravel train on the Central Railroad of New Jersey. He was later promoted to a local passenger run, and still later to a through express. His first official position was that of general freight and ticket agent of the Flushing & North Shore railroad. In 1867 he was prevailed upon by Sidney Dillon, at that time a contractor on the Union Pacific, to come to Omaha. He became the first general freight agent of the great Overland Route and was also for a time its purchasing agent. He filled the position of superintendent of the eastern division and was assistant general superintendent. In 1874 he was made general superintendent, which position he held until 1878, when he was promoted to the office of general manager, and held that office until 1884. In the latter year, when Sidney Dillon resigned as president, Clark also resigned and left the road in September of that year. Some time later he accepted the office of vice president and general manager of the Missouri Pacific. When Dillon was again elected president of the Union Pacific Clark was again appointed general manager. At the meeting of the Union Pacific directory in the spring of 1892 Dillon declined the presidency and Clark was elected to succeed him. He held the presidency until Burt was elected to succeed him.

LAST OF THE LINE.

Horace G. Burt, just elected president, is another of those who were reared in the railroad business. He entered the service with the Vandalia lines in March, 1867, as a rodman and afterward became division engineer of construction, continuing in that position until the fall of 1869, when he engaged in the railroad business in Kansas. In the winter of 1871 he went to the University of Michigan and remained there until the spring of 1873, when he secured the position of assistant engineer of the Northwestern. He remained in that position until 1881, when he was made division superintendent of the Northern Iowa division of the same road. In February, 1883, he succeeded to the general superintendency of the Iowa division, but in the fall of 1887 he went to Chicago as the chief engineer of the road. On November 1, 1888, he was appointed general manager of the Northwestern transmissouri lines in this city, which position he held until July of last year, when he was appointed general manager of the Elkhorn. In October of the same year he was elected third vice president of the Northwestern, which position he held at the time he was chosen president of the Union Pacific.

OMAHA'S GREAT PUBLIC LIBRARY.

Report for the Year Shows It to Be Abreast the Times.

A report of the Omaha public library has been issued describing the condition and patronage of the library at the close of the year. It shows that the institution is in all ways on a level with other metropolitan libraries in point of books on hand and enjoys an unusually large ratio of circulation. The report of the acting librarian is as follows:

Total number of volumes accessioned to date	54,882
Total number of volumes withdrawn to date	7,735
Total number of volumes now in library	47,147
Number of volumes added during 1897	2,577
Number of cards issued in 1897:	
New borrowers	1,952
Re-registrations	1,621
Total	3,573
Books issued for home use	212,825
Books issued for reference room	47,698
Books issued for reading room	4,063
Magazines issued for reading room	5,819

REPORT OF THE CITY CLERK.

Higby Shows His Department Has Had Its Hands Full.

The city officials and other usual occupants of the city hall took a day yesterday and with a few exceptions the big building was deserted. The front entrance was closed and the occasional visitors used the west door. City Clerk Higby and his stenographer put in the forenoon compiling the annual report of the department, which will be submitted to the mayor Monday morning. The document shows that the city council and the clerk's office have accomplished fully 50 per cent more work during 1897 than in the previous year. This is partially due to the fact that business has been more promptly dispatched by the nine councilmen than was possible when there were eighteen to do the same work. The fact that a large number of public improvements have been under way during the summer has also multiplied the documents to be considered and the new charter has also caused some additional work. The report of the city clerk shows the following comparison of the business of the two years:

	1896.	1897.
Total number of council meetings, regular, special and Board of Equalization	75	97
Total number of communications and reports of officers read	2,374	4,381
Total number of resolutions	808	1,257
Total number of committee reports	836	1,112
Total number of ordinances on first and second reading	184	369
Total number of ordinances on third reading and passage	145	249
Council journal, number of pages for year	1,699	2,165
Board of Equalization record, pages for year	42	59
Ordinance record, pages for year	977	893

The report of the city clerk in regard to licenses is practically identical with the report of the license inspector, which was published yesterday. The only additions are the fees on account of dog tags, which aggregated $2,239, and the receipts on account of clerk fees, which were $39.50 additional.

WORK OF THE POLICE FORCE.

Over 6,600 Arrests Were Made During 1897.

The record of the year's work in the police department has been tabulated by Frank J. King, clerk of the chief of police. The report shows that the total number of arrests during 1897 has been 6,626, a slight increase over the result a year ago. Of these 1,838 have been convicted, a less number than a year ago, in spite of the larger total arrests. An interesting item is the different occupations laid claim to by prisoners. In the total of 211, every imaginable calling is represented. The laborers are in the lead, 1,700 men answering to that title. They are followed by 740 "no-ocs," men who did not lay claim even to being laborers, and were assigned to that category. Among the others there were men who claimed to be shingle-packers, pill-box makers, cowboys, capitalists and one preacher. There are also mentioned in the list a butterfly maker, a chief, a school boy and a newspaper reporter. There have been 1,600 drunks taken in charge during the year and four arrests for murder. The report in summary is as follows:

Arrests, male	5,518
Arrests, female	1,108
Total	6,626
Convictions, police court	1,838
Dismissals, police court	4,308
Cases continued, etc	480
Total	6,626
Cases bound over to district court	183
Cases appealed to district court	112
Suicides reported	15
Attempted suicides	8
Calls for patrol wagon	4,110
Meals furnished prisoners	17,129
Lodgers accomodated during year	5,569
Different occupations of prisoners	211
Different crimes committed	169
Different nationalities of prisoners	35

Suit for Personal Damages.

Fred Quathamer has begun in the federal court a suit against the Union Pacific railroad company for $2,000 damages for personal injuries. He was in the employ of the road on a building crew west of North Platte on May 24, 1894, on that date the crew was riding on a hand car. While this vehicle was proceeding a water keg fell off the front and beneath the car in such a way that the latter was derailed. Quthamer alleges that he was thrown violently off and was permanently injured.

RECOLLECTIONS OF A '49ER

Curious Scenes, Characters and Incidents of the Early Days.

STORIES OF THE OLDEN, GOLDEN DAYS

German Dancing Girls, the Hurdy Gurdy, News Vender King and the Miner Who Made Two Fortunes and Why He Lost One.

"It is probable that January 24 will be made a state holiday in California. It is the fiftieth anniversary of the discovery of gold in California, and active work is being done to make the golden jubilee a great success. The Native Sons' association is engaged in the work of preparation, and the parade, which takes place in San Francisco, promises to be a spectacle well worth witnessing. This is a worthy affair, and I hope it will be all that is promised for it. But I wonder how many of the real old 49ers will be present to witness this fiftieth anniversary of what, after all, has been the biggest gold excitement that this country ever experienced. I wonder if the people who will witness the pageant which is to typify in its way the final triumph of the early struggles, hardships and destitution which the old miners encountered in the old days will fully realize in their present prosperity what those first years meant to the gold seekers."

The speaker was George S. Lee, who, in his youth, took part in the great rush across the continent which followed the discovery of gold in California. Mr. Lee's adventures in search of the yellow metal were as varied and as startling as any participated in by any other "49er," and his reminiscences are well worth recording.

"It was not all hardship, to be sure," says Mr. Lee, "but there was enough of it to go round, and not nearly enough of the pleasanter side of life. At the same time every man who was there and is still living will on the occasion of this jubilee look back to the old days with many a regret. The scenes and characters have never, I believe, been duplicated in any mining district in the world. I have read many descriptions of life in the old camps, but none of them seemed to have got deep down into the human life of the thing. There were many facts and incidents which have never been recorded, and yet they were essentially typical of the old days and stood out prominently, and will be remembered by any 'forty-niner.'"

CURIOUS CHARACTERS.

"Characters met with in no other part of the world outside of mining fields congregated there—broken-down and dissipated preachers, gamblers, horse thieves, lawyers, doctors, clerks, men of every nationality and of good and bad repute. But so strictly were the laws of meum and tuum enforced in impartial trials by miners' jury that cabins and camps were left without lock, bolt or bar, often with great value in gold dust or other property left therein, but few instances of theft occurred, murder being far more frequent than robbery. Saloon rows were of daily or weekly occurrence, and there were always one or more victims to be planted with their boots on. Gambling was carried on openly at all times, more especially from Saturday night to Monday morning, and the weekly earnings of the miners generally were in the pockets of the gambler on the latter day. Every mining camp boasted of its typical bad man o' men, and at slight provocation the revolver made itself heard and another victim was credited to the already large score of the desperado.

"One of the typical characters whom I recall was a man named Bronson, a good-looking, well-meaning fellow, without education, but with intense desire not to let the lack of it appear. Whenever he heard a word not in common use he treasured it up, and whenever opportunity to use it presented itself he was sure to bring it into the conversation. Thus he heard the word 'quondam.' Seated one day on a saloon perch when a woman went by, he was asked who she was, and made answer: 'Why, that is Mrs. Smith, quondam Miss Jones.' As a special and greatly desired favor he was invited to one of the infrequent weddings that took place in the section. The bride, a girl of 14, had attended school in San Francisco for several months, and being also the daughter of the stage driver (a high functionary in those days) it was esteemed a mark of great favor to receive an invitation to her wedding. After the ceremony Bronson was seen in conversation with the bride, and the following conversation between them was overheard:

"'Was you right glad to get hitched up, Miss Nellie?'

"'Well, no; but dad sort of reckoned it was about time, seein' as I had finished my education.'

"'Goin' to hang out in the old diggins?'

"'Sort o' think I will. Bill's got right smart show to pan out well in the Lottie (his mining claim).'

"'Still, Miss Nellie, it sorter beats me, after swingin' 'round with them high-tone gallutes in 'Frisco how you can content yourself in these nefarious hills, absentary from all female sociability.'

SEEKING A WIFE.

"Bronson was exceedingly desirous of marrying, and, the population having been increased by one or more of the gentler sex, he immediately endeavored to secure the affections of a girl named Lizzie. His attentions were not relished and Lizzie said one day to a friend: 'If he comes my way much more it will scald him with dish water.' This was imparted to Bronson. Previously he had consulted a friend as to the proper way of making his desires known to Lizzie. The friend advised him to dress himself in his best clothes, call upon her and when she opened the door to him (as presumably she would) and say: 'Good evening, Mr. Bronson, walk in and take a seat.'—to act promptly on the invitation and if possible get a seat beside Lizzie on the sofa, where his own 'good judgment and sense' would tell him what to do next.

"Some days after this lesson Bronson was discovered in a retired place in what seemed to be the act of rehearsing his prospective part. First he knocked at an imaginary door; then removed his hat from his head, made a low bow, and, speaking slowly and distinctly, said: 'Good evening, Miss Lizzie.' Then followed a short pause, when, presumably, Miss Lizzie said: 'Good evening, Mr. Bronson, won't you walk in and take a seat?' Finally, with the utmost disdain and scorn upon his face, and with the profanity usual in such cases, Bronson turned upon his heel, saying: 'Not much; only tell me when you're going to scald your hogs?'

"One can realize how great was the excitement occasioned by the advent of women of any character into a camp of that description. A peculiar incident in the early history of the mining sections was the hiring of girls in Germany for the edification of the miners. Contracts were made with them in the old country, by which payment of their passage to California was secured, with provision for sufficient remuneration while in pursuit of their calling. These girls were characterized as hurdy-gurdys. There were always four in a band, with an old woman as duenna and a young boy who played upon an accordion. Their coming was heralded for months previous. Immediately upon arrival of the troupe the billiard table was removed from one of the saloon floors, the girls were seated on a rough bench or stood in a row by the wall, the accordian struck up, a set for quadrille was formed, or a waltz played, the miners leading out the girls without the formality of an introduction. After the whirl they were paid outright 25 or 50 cents (sometimes more); drinks were ordered at the bar to recompense the saloon keeper for the loss of billiard table profits, and night after night the scene was re-enacted, until the funds of the camp were at as low an ebb as in the ordinary small town after the departure of a circus. Yet, to the credit of the girls, be it said they were not only temperate, drinking nothing but soda water or sarsaparilla, but free from other vices, and afterward married well and became valued and respected members of a not too exclusive society. Naturally, in a community where women were scarce, they received the adulation of the entire male population, and offers of marriage were showered upon them by the miners, to whom a smile from a woman meant happiness beyond comprehension. They were followed from town to town by enamored youths, valuable presents being given them in order to gain the least expression of their good will or fancy.

THE SACRAMENTO VALLEY.

"Some of the pages in the history of the time were highly dramatic, others exceedingly pathetic; they were all interesting. During the period the valley of Sacramento was one vast mesa, reaching from the coast range of the Pacific ocean on the east to the Sierra Nevada mountains in the west, and from the headwaters of the Sacramento on the north to the bay of San Pueblo on the south. No enclosure or fence restricted or bounded any special domain, and transportation across the plain was generally accomplished in the old-time prairie 'schooner.' Several of these outfits traveled in company, so as to aid each other in case of accident.

"Once during the hottest month of the year I remember seeing what to me was one of the strangest sights I had ever encountered. Behind one of the prairie schooners was a man trudging along in the dust of the rear or trail wagon. Noosed about his neck was a rope, the other end of which was fast to the rear end of the wagon. When a halt was made to feed the animals either at noon or when camped for the night, instead of joining the travelers assembled around their campfires, this erratic individual held aloof, stretching himself on the heated, barren ground to sleep, partaking of food only when it was thrown to him by one or another of the campers. In every respect it was his endeavor to follow out and imitate the actions of a dog and to be treated as such. Day after day this strange procedure was persistently followed to the end of a long and weary journey, when, with gruff thanks to the travelers who would have befriended him and shared with him all the comforts of the camp, he disappeared. The causes impelling this singular personage to adopt such humiliating self-sacrifices were not known for years, but afterward I had the good luck to come across him in a mining camp, and we became partners. The story I gleaned from him was as follows:

"Before coming to California he lived on the shores of Cayuga lake, New York, with his wife and four children. His life as a farmer had been happy enough until some unfortunate speculation swept away all of his property. California presented a view of golden promise, so, bidding adieu to home, wife and children and securing the cheapest possible transportation around Cape Horn, he reached the mining regions. For a year or more he was unsuccessful, but at length his luck turned. By working long hours and hoarding every dollar earned, he finally secured a sum that would not only release all obligations on the old farm, but leave a comfortable surplus which, in those times would fairly entitle him to be estimated as a rich man among his fellow farmers. With visions of home and longing to arrive there as quickly as possible, he went by stage to Sacramento, then by boat to San Francisco, and engaged passage on the first outgoing steamer. But as fate willed it several days elapsed before the sailing of the steamer. This necessitated an unforeseen and unwelcome wait in a strange city. With nothing to occupy his time, and in truth being what is known at the present time as a 'come-on' or 'hayseed,' he not only accepted invitations to drink promiscuously, but made the acquaintance of disreputable characters, tin-horn gamblers and short-card men. The result was inevitable. The lamb fell into the hands of the shearer and soon parted with its golden fleece. Then followed the season of reproach. Crazed by the effects of drink and remorse, but one of two courses was left to be followed—death, or a retrieval of his fortune.

POVERTY'S PINCH.

"With a roll of blankets on his back and a few meager belongings, he worked his way on a river packet to Sacramento. Landing at Sacramento—penniless and friendless—he secured free sleeping quarters at one of the numerous corrals of the city, where freighters to the interior kept their stock and stored their wagons. Then he drove a bargain with a driver of a team whereby he was to accompany this slow-moving outfit on foot. This accounted for his strange appearance with a rope around his neck. Morbid, half-crazed, repentant, anguished in mind, aged in body, with the visions of disappointed loved ones waiting for his previously heralded return ever before him, with no plausible excuse to render, with nothing upon which to build a future, ashamed to return to places where he was known—after days of slow journeying and self-abasement the hills of the Sierras were reached. Rejecting associates, and living poorer than the meanest cur, he again began prospecting. Friendless, moody and holding aloof from every one, he was at dawn always to be seen with pan, pick and shovel on his shoulder, trudging over the country, sinking prospect holes, and generally the shadows of night overtook him returning to his camp with unrewarded hopes.

"So passed the days, weeks and months; in fact, almost a year. One evening, while out later than usual, and desiring to light his pipe, he jumped into a shallow prospect hole, to shield the match from the wind. In lighting it he glanced around. In that short moment some peculiar feature of the exposed gravel attracted his attention, and he decided to return to the spot the next morning. The next day and the next, found him persistently at work in the same spot. One less likely to yield gold could not have been found, in the estimation of experienced miners. Soon the tunnel or drift he was driving into the mountain became an object of curiosity. Neighboring miners often went to the scene of his labors, but learned nothing from the solitary recluse. Curiosity was followed by astonishment that no bed or mother rock was encountered, and that all the material excavated was evidently gold-bearing gravel, a pile of which was accumulated at the entrance to the drift. No efforts were being made by the owner, as far as could be seen, to extract whatever gold contents the pay dirt might contain.

"One day the community was electrified by the delivery at the claim of a large lot of sluice lumber, nails, etc. Chinamen were set at work digging the ditch from the water company's main line, and preparations were being made on a large scale to wash the dump. Soon the big pile of pay dirt and sand disappeared under the systematic method of washing, while rumors floated round the camp of the fabulous returns. Then it became known that the claim could be purchased, and the hitherto sealed and secret gates of the hermit miner were thrown open to the curious, and, of course, envious miners. It then became known that the owner had each day piled up in the drift all the choice gold-bearing rock gravel, to be manipulated in the night with pan and rocker. All of the water used by him he personally carried in from a convenient spring. By this primitive and slow process he had successfully mined a large amount of gold, using the least moiety of his accumulations for necessities, not even trusting himself as guardian of his own money, every dollar of which had been expressed to New York for deposit—by what method was never known; for the supply stores never received any dust from him unless in payment for purchases made.

SALE OF THE CLAIM.

"The sale of the claim was in time effected and the property proved remunerative for years. His find was in a former prehistoric course of the American river. On reaching San Francisco he secured a steerage passage for New York, but I have never heard of him since that time. From a few words dropped in conversation, I learned that in dollars and cents, his pile just equaled the recklessly distributed and squandered stake lost in San Francisco four years previously; that the time of his departure from that city to the Atlantic coast exactly corresponded with the date, day and steamer of his first disastrous trial, it evidently being his paramount idea to blot out, to never consider or allow that there had been any interruption to his original plan, or that any time had elapsed between the one event and the other; that his first experience in San Francisco had been merely a dream and no interference had been met with in his original plan.

"Another remarkable and widely known character in old days was 'Old Nigger King.' Not a mining camp in three counties but knew and welcomed him on his bi-monthly trips. He was a full-blooded negro, weighing 250 pounds. He was as broad as he was high, and had a fat kindly face, and a wide mouth which was always on the grin. His approach to a camp was heralded by a yell which could be heard fully a mile. Mounted on a mule and leading another equipped with a pack saddle and expansive canvas pasiers, he sold papers through the mountain sections. His arrival with those containing home news from the Atlantic states was eagerly and anxiously looked for by all classes. He vended his wares at the uniform price of two bits (25 cents), that being the smallest coin in use. A drink, the most trivial service or cheapest thing, was purchased for two-bits. Mormon Island on the American river was, for a mining camp, a very superior town, and King was reputed to own the greater part of the camp, to have invested there the then very large sum of $100,000. After his sales were made and quiet prevailed he would declaim to his crowd of listeners:

"Here I is, here I is, old Nigger King, King, yes King, once King of the Cannibal islands (he had been a seaman). I am the most noted man in California, kase why, no other man has like me been feasted and wined by all the nations of the earth. I have supped with the Hottentots, eaten blubber with the Icelanders, poi with the Sandwich islanders; been coddled by England's queen, petted by the royalty of France and the nations of Europe. Breakfasted in America, dined in Africa and supped with the Japanese!"

"The inimitable way in which King spoke his facial gestures and invariable good humor secured not only custom, but privileges of which none could deprive him. But after all, like many another Argonaut, he died poor."

DRIVER GETS A BROKEN LEG.

Frank Woodruff of the American Express Meets an Accident.

Frank Woodruff, a driver for the American Express company, received a broken leg yesterday morning as a result of the reckless driving of two young men. He was crossing Capitol avenue at Sixteenth street, when the men approached, driving rapidly north. Woodruff did not see them in time, and was ridden down. He was thrown heavily and his left leg was broken below the knee. He was taken to his home at 1007 South Eleventh street. The police were informed of the case and have obtained the names of the drivers who did not stop to learn the extent of the damage done.

Two Little Blazes.

A fire occurred at the grocery store of John J. Stock, 1164 South Sixth street, yesterday, and damage was done to the stock and interior of the building. The blaze started from a cigar dropped in a cracker box and the loss amounted to $15, with no insurance.

Another blaze took place at the feed store of Matt Munsell, 2311 Cuming street, from an overheated stove and about $10 worth of damage was done.

Sam Mazza Held for Trial.

The case of Sam Mazza, charged with burglary, was heard in police court this morning. The evidence showed that Mazza had broken into the establishment of Sam Mancus and carried away forty-six boxes of cigarettes, thirty-six cigars and one plug of tobacco. Mazza made no denial of the charge and was bound over to the district court under bonds of $300.

Passed a Bad Dollar.

Moses Goldenberg, a groceryman located near Ninth street and Capitol avenue, was bound over to the federal grand jury by United States Commissioner Wappich this morning in the sum of $500 to answer to the charge of passing a counterfeit dollar upon Eva Jones. The transaction occurred several days ago.

Masons Work Just the Same.

A full force of thirty-five masons and as many laborers spent New Year's day at work on the new Burlington depot. There were also a number of stonesetters and iron workers on the building. The brick work is now more than half completed, and material for the other parts of the building is coming in without delay.

A Bad Cough Cured.

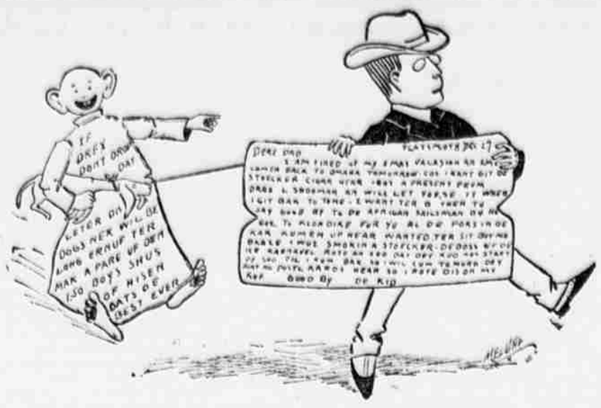
"Mrs. Sally Pennington, an old lady who lives near here was troubled with a bad cough for a long time. She was so bad that she could not lie down or sleep of nights. After using one small bottle of Chamberlain's Cough Remedy she could rest of nights, and by the time she had used three bottles her cough had disappeared."—E. K. Smithson, Arno, Tenn.

Dat feller Drex must tink he kan get every ting he wants—but he ain't so many—he kant git dese prices—fur dey is fur de dealer only and Dad won't allow no mail or telephone orders.

PLUG TOBACCO—
Horse Shoe, per pound, 38c.
Climax, per pound, 35c.
Piper Heidsieck, per pound, 53c.
SMOKING TOBACCO—
Meerschaum, 2 oz., per pound, 26c.
Mail Pouch, 2 oz., per pound, 27c.
Greenback, 2oz., per pound, 27c.
Sweet Caporal Cigarettes, with cycle, box 500, $1.75.

W. F. Storcker, OMAHA

1404 DOUGLAS.

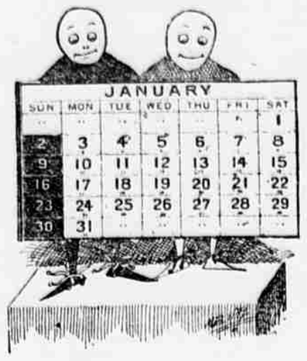


Drex. L. Shooman says it's no use running around town trying to find the celebrated John Foster Co.'s ladies' shoes—You can't find them only at one place—and that's here—We're the sole agents for Omaha and carry a complete line of them—the fit—style and durability of this shoe is unequalled—no other shoe today—no matter where made or by whom—will keep its shape like the Foster—they come in the heavy and light soles—also the wide bottom shoe with cork filled soles—It's probably not generally known, but it's a fact that the prices on these shoes are no higher than the ordinary makes—Get the Foster and you get the best.

Drexel Shoe Co.,

1419 FARNAM STREET

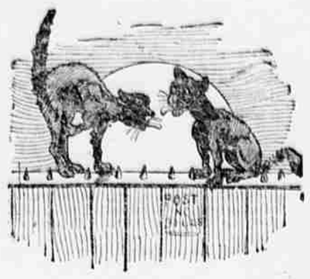
January first has come and you need a new calendar—come here and get one of the most artistic calendars ever given away—We have given away handsome calendars before—but nothing like these—We have remembered our friends the teachers—all you have to do is to call at the office and get one—You should also start the new year right by giving your teeth the care they deserve—let us examine them—we make no charge for doing it—then if you want us to fill them or extract them—you will find our work to be the best in Omaha—We claim that much—and our patrons back up the claim for us—Extracting without pain or gas—50 cents—lady attendant.



BAILEY,

13 Years Experience. 3d Floor Paxton Blk. 16th and Farnam.

There will be a wail go up from the unfortunate that are unable to get one of those left-over framed pictures from our auction and holiday sale—for we're going to sell them at prices even lower than then—and every one who attended these sales know that never in Omaha or anywhere else in this whole world were pictures sold so cheap—in many instances the price of the frame was not realized by us—now these are what's left—not many—but some of the finest of all and we're going to get rid of them quick—and our prices are going to help us do it.



A. HOSPE,

Music and Art. 1513 Douglas

DETHRONING THE STOMACH

Civilized Man May Now Possibly Live Without Cooks.

KING OF DIGESTIVE ORGANS UPROOTED

Case of Anna Landis Discussed by Omaha Doctors, Who Hold Different Views on the Ultimate Result.

The strange case of Anna Landis, who is alive and apparently well after a total excision of the stomach, has excited considerable comment among the medical fraternity of this city. The operation, recently announced, was done on September 6 for the relief of a Swiss silk weaver, 56 years old, who had suffered from a large tumor of the stomach. A study of the case revealed that the size of the tumor was such that the usual operation of gastrectomy, partial removal of the stomach, would be insufficient and that the entire organ must be cut away, even beyond the cardiac, or upper orifice. This was attempted by Dr. Carl Schlatter of Zurich, Switzerland, and with such success that the woman is now able to perform her ordinary duties. How long the patient can survive the nonexistence of gastric digestion is a question differently regarded by the surgeons of Omaha. Several have expressed no doubt that the continued existence of a "live woman without a stomach" is possible, and that in all probability she will complete a natural life. Other surgeons have less faith in the permanence of the cure and consider that the woman has little chance of escaping death from starvation, owing to the fact that sufficient nutrition cannot be given to the body.

Dr. J. E. Summers, jr., has had considerable opportunity to observe work in this direction. He was present in Vienna at operations conducted by Drs. Billroch and Van Hacker, both foremost surgeons of their day, and who have gone as far in this line of experiment as any operator previous to Schlatter. In speaking of the operation Dr. Summers expressed his admiration for the perfection of skill shown in the work. "The idea is by no means new," said Dr. Summers, "and is only a step beyond what has been previously accomplished. Numerous cases are on record in which the major portion of the stomach has been removed, but in all instances sufficient has been left to perform in a measure the function of the stomach. It has been noticed in such cases that the remnant thus given the duty of an entire digestive organ has enlarged into a new stomachal pouch, holding in some cases over a pint. Nature in this way has made an effort toward compensation and the digestive system gradually has adjusted itself to the extra labor. In this case the stomach had been practically useless for such a length of time that the intestine had already assumed the function of digestion. The removal of the stomach thus threw but little additional burden upon the remainder of the alimentary tract and under no other conditions could death have been averted.

VERY RARELY JUSTIFIED.

"Generally speaking, I regard the field of justifiability in this direction as extremely limited. An occasion for such an operation would occur but rarely even in a list of selected cases. It should only be attempted when recovery was otherwise impossible, and then under the charge of skilled and experienced workmen. I consider the work done in this case as that of a master hand. The technique of the operator is more of a marvel than the fact that the woman lives. The delicacy of the task will be understood when it is noted that the surgeon was obliged to sew the different intestinal linings, membranes of the greatest fineness and frailty, to the corresponding linings of the esophagus. No one except the most skilled in surgery could hope to come successfully through an operation of this nature."

A review of the case of Anna Landis, written by the operating surgeon, was discussed by Dr. W. O. Bridges of the Omaha Medical college. The article appears in the Medical Record and is illustrated with a photograph of the patient and sketches of the diseased stomach, showing its entire inability to digest food. In his opinion the feat of Dr. Schlatter will make no material change in the treatment of diseases of the stomach, as the case was extreme and operations along the same line have often been made. "In this instance I believe that the success of the operation will be permanent," said Dr. Bridges, "and the fact that the patient is gaining in health and weight and general health indicates that the body is being sufficiently nourished. The conclusion from this is that the digestive capacity of the stomach has been considerably overrated and that it is by no means a vital organ. The observations in this case showed also that the removal of the stomach did not affect the rapidity of intestinal propulsion, but that food was retained in the alimentary tract sufficiently long for the assimilation of the needed nutriment. As far as that is concerned, the intestines were already doing all the digestive work before the removal of the stomach, as shown by the absence of any acid of the stomach in the gastric secretion."

HAS LITTLE OF VALUE.

Dr. P. Grossman was unwilling to accept the operation of the Swiss surgeon as one of any permanent value. He believed that the woman could escape temporarily, but that she was doomed to starvation from inability to digest sufficient nourishment. "The method of her treatment," Dr. Grossman remarked, "will be to supply artificially the juices of the stomach. The milk or beef tea or whatever food is found suitable, will be mixed with pepsin, muriatic acid and the natural juices of the stomach and will be administered after this artificial digestion has taken place. After similar and less severe operations, however, it has been observed that the patient became emaciated from insufficient nutrition and only in rare instances survived more than a few months. If the theory of the operator were correct, the whole chemismus of the body, the physical law of digestion and assimilation, would fall in a heap."

In giving his opinion of the significance of the operation mentioned, Dr. W. H. Hanchett said he regarded it as merely the climax of a series of similar experiments, lasting through the last twenty-five years, showing that advance in surgery was in pace with the long strides made in other lines during that time. "I remember when Dr. G. D. Beebe of Chicago made one of the earliest experiments in this line about twenty-five years ago," said Dr. Hanchett. "On that occasion several feet of an intestine were removed and the work of assimilation was not interrupted. The stomach has also been removed in greater part, and in some cases of stricture the wall of the stomach has been opened to admit an artificial orifice in the intestine with good results."

TRIED IT ON A DOG.

Dr. Frederick F. Teal mentioned a number of instances in which animals had been wholly deprived of their stomachs, and had not suffered from imperfect nutrition of food, tending to show that the success of the recent operation might well be permanent. The case of the Czerny dog, which was able to survive the obliteration of the stomach, occurred in 1878, and was observed by Czerny and his pupils. The dog lived for five years, when it was killed for purposes of anatomical study. It was found in the post-mortem examination, however, that a small portion of the upper end of the stomach had not been removed and that a small sac had gradually formed from this remnant which had performed gastric functions.

Earl & Wilson's Collars and Cuffs.

"Circumstances alter cases"—that we all know. For instance, few people like to admit that they wear any one's collar in a subservient way, but when it comes to neckwear in a literal sense, an Earl & Wilson collar is something never to be ashamed of. It costs more than others. Yes; but first cost has nothing to do with economy, if lasting qualities go with the price; and from this standpoint Earl & Wilson's collars and cuffs as well, are che