THE OMAHA DAILY BEE: SATURDAY, DECEMBER 23, 1899.

HIGHWAYS OF BYGONE DAYS Recollections of Life on Famous Trails Be- fore the Bailroads Came, WITTE Entring by ox teams became so im- portant an institution on the plains bi- 1852 that two companies with capital of about \$40,000 each made the transportation of freights from the east over the plain	y Insurance Agents Express Indifference at Supreme Court Decision	the introduction of machines is in a mony	Ct2	Watch For It Next Sunday.
WHEN BULLWHACKING WAS IN FLOWER New Mexico a regularly organized enterprise	POINT OUT ITS DESIRABLE FEATURES	TALES UN CURRENUT BILL	NUM	Special Double
Dangers and Romances in the Careers of Bullwhackers Along the Utah and Santa Fe Trails_Freight- ing in the West.	n fects-lts Voidance in No Way Affects the Interests of	of Comptroller Dawes, with Ad- ditional Suggestions.	June 2	Xmas Number.
The death of Mr. Henry Inman at Topeka. of Russell, Majors & Waddell was formed at St. Joseph, Mo., and by 1861 the firm	d	Henry W. Yates of this city contributes to J. Sterling Morion's Conservative a paper autoving the plan for conservative a paper		

the currency. In his annual report th

year Comptroller Dawes repeats his former

request for the authorization of the issue

under conditions which he thinks will make

of them an emergency or temporary money

supply to meet the necessities of extraordi-

"That something of the kind is needed

"We have in the United States an im-

"Against these we have, it is true, a ver-

large volume of currency-composed of gov-

ernment notes, bank notes and gold and sil-

ver coin-but this volume of currency, large

as it is, compared with that of credit obli-

"For this reason, it is with us, but a

short step from a condition of plethora to a

"Repeatedly within the last few years,

ind notably only a few weeks ago, have

these changed conditions suddenly been manifested at our financial centers. * * *

scheme which will supply an emergency cir-

ulation are clearly apparent. Against the

proposition there does not seem to exist a

"The utility and beneficence of some

condition of stringency, bordering at times

gations, carries a very small ratio.

nary money situations. Mr. Yates says:

close and careful attention

Kan., and of Captain John P. Ireland at employed in its freight transportation te New Mexico alone 5,000 men, 2,300 wagons, San Bernardino, Cal., within the last month nearly 500 horses, 18,000 oxen and 5,000 has started a reminiscent mood among the mulcs. The capital invested at that time old-time plainsmen throughout the west was upward of \$1,800,000, and the profile concerning the glorious days of bullwhackof the business were enormous. The United ing, or freighting with ox teams along the States paid \$270,000 to Russell, Majora & Utah and Santa Fe trails, when railroads Waddell in 1860 for freighting to army camps were unknown west of the Missouri river, and even more during the days of the civil and when the plains swarmed with buffaloes and Indians. No one knew the life of plains for transportation of mechandise, army supwar. The company formed by James Fuller freighters botter than Mr. Inman and Capplies and hides over the Utah trail did a tain Ireland, says a western correspondent of smaller business because the transportation the New York Sun. The Utah trail was facilities by the Isthmus of Panama formed called also the Great Salt Lake trail, and became well known because the Mormons freight business. Nevertheless the Fuller a great competing factor in the California chose that route to the inland sca in their company employed oxen, wagons, horses and migration from Nauvoo, Ill., under the lead mules that represented a value of \$700,000 of Brigham Young in 1846 and 1847. The in 1859. route had, however, been traversed several

All the reminiscent veterans of the plains years previous by the expeditions under Fremont, Stansbury and Lander from Fort the freight outfits of the early '60s, when love to dwell nowadays on the wonders of Leavenworth to the Golden Gate. With the the transportation business for them was at finding of gold in California in 1849 the its height. An ox-team freight train con- very little difference to them. "Personally," Utah or Great Salt Lake trail became the sieted of twenty-five wagons. Several trains said he. "I regret the decision, as I bemain highway across the plains, Rockies and used to move together, making a stream of lieve that the Weaver measure was the best Sierras to the Eldorado in the west. Be-tween the years 1849 and 1865 some 175,000 ing. Sometimes a freight train would be materially new in it, except that it prowhite people went over the Utah or Great a mile long, consisting of 500 ox teams, 120 vided for a closer supervision and inspec-Salt Lake trail to California, besides mil- wagons and about 130 men. The earlier tion of companies coming into the state to lions of pounds of provisions and merchan- wagons were large and carried from 5,000 do business. It also provided for the paydise from the east. The discovery of gold to 6,000 pounds of freight, but later still ment of a little higher taxes, as a tax of in Colorado in 1858 led to the Pike's Peak heavier wagons, with oval white canvas or 2 per cent was levied upon the gross preexcitement, and tens of thousands of men loose cloth tops, called prairie schooners, and many long trains of ox teams travers.d the Utah trail as far as the Rockies, until from three to three and one-half tons. The treasurer in a lump. Under the single valid objection, viewed from the the building of the Union and Central Pacific goods were protected with two or three old law insurance companies are required standpoint either of the public interest or railroads from Omaha to San Francisco in sheets of ducking. Some wagons had peep 1869. Then the central western trails suddenly became a memory.

The Utah trail was some 2,100 miles long. savages was menacing the train. It led up the level valley of the Platte river Each wagon required six yokes of oxen from the Missourl river. For 500 miles there was no obstruction, and the Cheyennes and for motive power, and twenty or thirty head of extra oxen always accompanied the train Sloux in that region had had such severe losses in their campaigns against General Harney that they were peaceable to whites after 1846. Westward from Fort Laramie the route became more difficult to travel and the Indians more hostile. Through the Black Hills on across the Rockles, over the barren alkali deserts of Green river, among one, thus making a solid pen. the grim mountains of Utah, across the great Wasatch range to the eastern slope of the Sierra, the traveler found constant difficulty in travel and many hardships, not to speak of dangers from roving bands of Indians and occasional Mexican outlaws.

The Santa Fe Trail.

The Santa Fe trail lay several hundred miles to the south and was much older than into an oval-shaped corral made by a lot of the Utah trail. A good part of it was followed by Coronado in 1542, when the southwest territories and Colorado and western Kansas were invaded in quest of golden treasure among the aborigines. Traffic betrain called, "yoke up," the men would gan over the Santa Fe trail in 1805, under dive into the corral among the bellowing, the lead of a French Creole named Pere Le Lande and a Kentuckian named Pursley, jumping, pawing bulls and oxen. In a second each man, heedless of horns and who had made their way from the Mississippi to Santa Fe, N. M. The dangers kicks, was yoking the beast he had had his and romance of the trail among the Co- eye on for certain work of hauling in the manches, Klowas and Navajos, besides the wagon train. Many a man has been gored or great profit there was in hauling freight squeezed to death among a lot of vicious from St. Louis to the rich Mexican pueblos cattle in the corral at yoking time. at Santa Fe and Albuquerque made bull-

Local insurance men are not much in- | apl lined to grow enthusiastic, either in com- proposed to congress by the mendation or disapproval, of the recent decision of the supreme court whereby the Weaver insurance law, which created a new insurance bureau at the state house under insurance bureau at the state house under a limited amount of national bank notes. the supervision of the governor justead of the state auditor, was declared unconstitutional. Some of them were instrumental in securing the passage of the Weaver law at the last session of the legislature, but in our financial fabric, I think must be apeven they are but mildly regretful over parent to any one giving the subject any its unhappy fate at the hands of the court. Some of them were opposed to it, but chiefly because, they say, of its unconstitutional mense volume of credit securities and oblifeatures. It was held unconstitutional on gations which, if their amount could be in the ground that it was class legislation, as dicated in dollars, would reach a sum of it sought to discriminate in the matter of almost incredible proportions. insurance in favor of Nebraska companies

and against those of other states. Captain Palmer's Opinion.

Captain Palmer said that agents were not

much interested in the decision, as it makes miums of companies from without the state, came into use, each wagon being loaded with which was paid direct to the state to pay taxes upon net premiums and they the interest of the banks themselves.

looked out, rifle in hand, when a band of savages was menacing the train "It is therefore to be hoped that as the present congress is to be a business con

for the tax inflicted upon his company, gress the comptraller's recommendation will while under the Weaver law the company at least serve the purpose of attracting atwas debarred from doing business in the tention to the subject, and thus lead to the state until the tax was paid. Under the adoption of some practical measure in that old law, taxing upon net premiums, it is direction.

upon panic.

Years Ago is Finally Allowed.

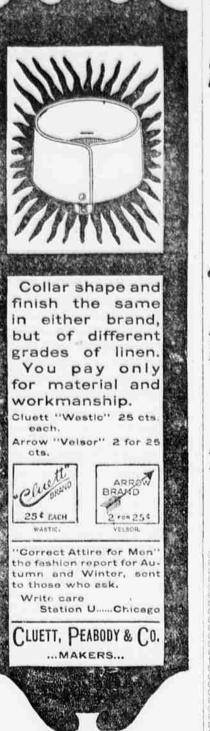
The fifty Omaha letter carriers who are interested are in high give over the announcement that they are to receive pay amount to be received will be between \$15,-000 and \$20,000, less 20 per cent, which they

pay the attorneys who prosecuted th claims.

In 1892 an order was issued which cu off the carriers of Omaha, Chicago and San Francisco from making overtime in excess of nine nours per day. The matter was presented to the department, where a case was made and argued. Some time ago decision was rendered in the case of the Chicago carriers, which was identical with that of the Omaha men. A few days ago word was received here that the case of the Omaha carriers had been decided in their favor. It is expected that payments will be made about the middle of January.

MOVING FOR A BRANCH MINT

Omaha People Are Asking Congress



When others ran consum

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SEARLES &

OMAHA.

PRIVATE DISEAST

cases curable

SYPHILIS

ОМАНА.

cured for life

MEN

NERVOUS CHRONIC

0F

SPECIALIST

Nightly Emissions, Lost Manhood, Hydrocele

All Private Diseases

Fistula and Rectal Ulcers and

and Disorders of Men.

DR. SEARLES & SEARLES,

A half to a teaspoonful in half a tumble

le, Gonorrhea, Gleet, Syphilis, Strict-

COLDS"

WEAK MEN

SEARLES

...THE OMAHA... ...ILLUSTRATED BEE...

Finest Half Tone Cuts Beautiful Colored Cover,

INTERESTING READING MATTER, ATTRACTIVE ADVERTISEMENTS

HANDSOME COVER DESIGN.

HRTISTIC cover piece is printed in three colors from design made specially for this number of The Bee. It represents the pealing of the Christmas bells, with a white dove of Peace encircling a beautiful child with golden locks holding armfuls of holiday greens. The cover by itself is a picture well worth framing.

Hofmann's **Public Schools**

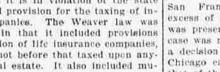
to supply the place of those that were lost first necessary to find out the total preor crippled. The custom of trailing a wagon miums received in the state, deduct from ame into use in later years. In camping the amount the expenses and losses to ascerthe wagons were arranged in a circle side tain the amount upon which the company is Pay for the Extra Time Put in by side, with the tongues outward, and a taxable and then notify each local agent log chain extended from the hind wheel of one wagon to the fore wheel of the next just how much of the aggregate he is to pay to the local treasurer. The trouble with

The yoking up of the cattle and the start-ing of a freight train across the plains was between Nebraska companies and those from the Weaver law is that it discriminated outside of the state by taxing the former a trying period in every bullwhacker's experience. There are hundreds of thrilling upon net premiums and the latter upon for extra time put in from 1892 to 1895. The stories still current on the plains of exgross premiums." periences in the first yokings up. Several Major Wheeler Talks.

hundred tough, bellowing, and often vicious "It really doesn't affect agents at all," steers, bought from the ranges, were driven said Major D. H. Wheeler. "I was satisfied all along that the law would not be prairie schooner wagons close together. sustained, as it is in violation of the state Two or three dozen bullwhackers or ox onstitutional provision for the taxing of inteamsters stood at the narrow opening to the urance companies. The Weaver law was corral, each with an ox yoke across his a good one in that it included provisions shoulders. When the captain of the wagon

for the taxation of life insurance companies, which were not before that taxed upon anything but real estate. It also included mutual insurance companies, which were before law. On the other hand it was bad in that it provided for the payment of the insurance companies' taxes to the state treasurer, thus depriving counties and munici

The force of men for each train consisted whacking on the Santa Fe trail a pursuit of a wagon master and assistant, a team- the holding of the supreme court is of litthat many young men in the west clung ster for each wagon, a herder and two or the concern, for it does not affect them."



that touched very sparingly by the

palities of any of the benefits of the taxes.

LETTER CARRIERS WIN OUT

before the Utah trail becam known. For twenty years the sole means of traveled was from twelve to fifteen miles a transportation to Santa Fe was by pack day with a load, and twenty miles with mules, but by 1845 ox teams had become empty wagons. Horses were first used, then

Until the Atchison, Topeka & Santa Fe railroad was built along the old trail in their own living at night, and if properly 1878 the bullwhacker was a picturesque in- driven would travel 2,000 miles in a season. stitution in the southwest. Many a gray- The teamsters were largely Mexican or of haired man in the west, who has become a cattle king, a mining capitalist or the and expenses. Each man had to take his owner of equare miles of grazing land dates turn standing guard at night and watching the beginning of his prosperity to the hard the cattle, which were never left without training he got in bullwhacking on the Santa Fe trail. In many ways the story of the Santa Fe trail is more interesting than that of the Utah trail. Mr. Inman recently said that the Santa Fe trail was an elongated ster walked beside his team, carrying a grave yard from Independence, Kan., to Albuquerque, N. M.

The Santa Fe trail when first established by the government under the lead of Kit Carson and Jim Bridger of New Mexico, in 1844. lay entirely through the Indian Until 1854 the western line of country. Missourl was the castern boundary of the Indian territory. That year Kansas territory was organized, but there were indiane along the route as long as it was used. Until the late '50s there was no white man's habitation from Westport, now Kansas City, to the Spanish pueblos in New freight train. The wagon-master was the Mexico. Indians were plentiful. On the first part of the trail, that is, from In- ployers gave him full control of the train dependence to the Arkansas, there was little and its freight. He gave orders with an who not only did not molest the traders, but drove back the fiercer western tribes, rendering that part of the road safe.

Where Trouble Could Be Found.

From the Big Bend to the crossing of the Arkansas was the most dangerous part of the road. This region was frequented by all the fierce plains tribes. North of the Arkansas were the hunting grounds of the Cheyennes and the Arapahoes, the handsomest, bravest and noblest of all the plains tribes. They fought their enemies with an unrelenting vigor that was their religion. They had good lodges, were well fed and cluthed, and had large herds of ponies. Their hunting spots in the long route would be the most ground was a vast park on which rang d countless buffalocs, elk, deer, antelepes, an i service he got \$125 a month. smaller game. They never attacked the whites until years of wrongs drove them to do so.

North of the Big Horn were the Pawness ted Sloux, both warlike tribes, who f.equented the Santa Fe trail. South of the Arkansas were the treacherous Klowas. In the later days Santanta made the upper Arkansas valley the scene of his operations. From their homes in the Wichita mountains the warlike Comanches often reached the trall further west, and still further west were the murderous Apaches.

Overland trains by both the Utab and Santa Fe trails started from the Mirsourf river points for the west in April and May he would go to bed in the wagon. Large of each year. The matter of grass for ox volumes might be filled with stories conteams along the routes was the matter of cerning the days of freighting along the chiefest consideration for the plains freighters, and when there were assurances that the last snow of the season had fallen, and that there was fodder along the way, the bullwhackers started on their long and dangerous journeys. From Fort Leavenworth to Sacramento the journey usually consumed 1866, when a freight train of unusually four months, often five months. It was danvaluable merchandise was expected that way. gerous to attempt to cross the Sierra's after October, when the carly snows fall there and the trail was obliterated. The trip from former and four bandits were killed. Westport, now Kansas City, to Santa Fe by ox team was between two and three months long, and from Santa Fe to Albuquerque it was two weeks longer. If the trip to New VIA Mexico was made in good time and the freight return was not heavy the ox train started immediately back for the Missouri Thus a round trip was g ne-slly made in one season of grass by the freight ers. It is the boast of many old-time bull whackers that they made a round trip from

How it Affects Life Insurance. The above are representatives of fire in surance companies, but even mutual companies, upon which this law was the first mules, but oxen proved to be the cheapest to inflict a tax, are not jubilant over its

teams. They did good daily work, gathered overthrow. John Steele, speaking as the representative of a mutual life company, said: "I would rather have seen the law sustained as it was passed. As it was first some mixed race. They were paid \$1 a day introduced, under the inspiration of Lichty, t was decidedly objectionable and full of clous features that would have inflicted untold hardship upon life insurance comtwo herders. The men were divided into panies. My company raised no objection to messes of six or eight, one man doing the the law as it was enacted and, while there cooking, while the others brought water and are some who think that life insurance fuel, or stood guard. On the road the teamcompanies should not be taxed, as it is simply placing a new burden of taxation whip with a lash twenty feet long, with upon the policy holders, other states have which he could cut through the hide of a taxed them and it is not unreasonable to stubborn ox, or clip the head of a rattlesuppose that Nebraska will do so also." snake at ten paces. The cracking of the whip was like the report of a gun, and the crossing of a bad ravine or the entrance to terest to familiarize themselves with the a town was accompanied by a popping of provisions of either, and knew not the diswhips that sounded like the fire of a

The Motive Power.

skirmish line. Ambition of the Bullwhacker. The ambition of every true bullwhacker

was some day to be a wagon-master of a boss of everything in the train. His em-

Other insurance men seen had not found the old or new law of sufficient personal in tinguishing features of the two. TON OF BOOKS FOR CHILDREN

> Discarded Volumes from Omaha Schools Will Be Used in North Carolina Mountains.

Several weeks ago the Board of Education danger from savages. This part of the imperial will, and when he shot and killed a granted permission to Rev. W. N. Meterritory was peopled by the Shawnee, man who was willful or refused to accept Candlish to gather up such books as were Pottawatomic, Kansas and Osage Indians, his authority there was no one to call him unfit for use in the public schools in the to account. Many times a wagon-master interest of the children of North Carolina was entrusted with the transportation of mountaineers. It was pointed out by Mr. \$20,000, even \$50,000 worth of freight over McCandlish at that time that about one-2,000 miles of trail through a hostile Indian third of the children of school age in that country, where no whites had passed for section have no books at all owing to the weeks and where no law was known. The poverty of their families and are obliged wagon-master kept close watch over the to pick up what crumbs of learning they men on the wagons. He knew what bull- can from lessons on the blackboard. The whackers knew how to work the oxen, and school dis, icts in the mountain regions emwhat bullwhackers were lazy. He examine1 brace large territory and children are often the wagons several times a day; he had obliged to walk many miles to attend

loads shifted from weak to strong wagens; school. Mr. McCandlish has been engaged for he knew where water could be had and several weeks in gathering up the diswhere each camp was to be made; he reckcarded books from the thirty-eight schools oned how long food would last and what of the city and has now on hand 2,000 pounds of books in all stages of dilapidation. The likely ones for attacks by savages. For this

volumes are all considerably the worse for wear and many of them lack covers or sec-Another man next in authority to the tions of the reading matter. They will wagon-master was the herder, who sometimes acted as deputy wagon-master. In the all be gratefully received, however, by Rev. J. B. Mitchell of Murphy, N. C., in charge daytime the herder rested in a wagon under of the work in that locality. The railthe canvas top. The moment camp was roads have offered a one-fifth rate for reached his work began. He bossed the mentransportation and the books will be sent about feeding the oxen, getting the mess of as soon as funds can be secured from any flapjacks, coffee and bacon, and cocasionally one who may be interested in the undersome elk, bear or buffalo meat. Then while taking the men slept he kept watch of the camp,

An effort is also being made to supply the lest the oxen might stampede in frich' or Carolina missionaries with bibles for dissome indians draw near. When daylight cribution, and contributions sent to the came he called: "Roll cut, roll out, to I American Bible society, New York, for the aut" to the men. Then when he had ca en credit of Mr. Mitchell will be directed to his morning flapjacks and drunk his coffice. this end.

SPECIAL LOW RATES

Vin Omnha & St. Louis R. R. Utah and Santa Fe trails. Near Wagon Account of the holidays. For rates, limits Mound, N. M., there is a boulder surrounded and all information, call at "Quincy Route" by eleven white crosses. The spot is plainly office, 1415 Farnam street (Paxton hotel visible from the Atchison, Topeka & Santa block), or write Harry E. Moores, C. P. & Fe railroad cars. A gang of Mexican T. A., Omaha, Neb. bandits lay concealed there one day in June,

> Coal Fund for the Poor. The Associated Charities appeal to our enevolent citizens for funds to purchase coal for distribution among the aged and sick poor, deserving widows and deserted vives with families. The calle are numerous and require immediate attention.

Checks payable to the Associated Charities will be thankfully received at 1810 St. Mary's JOHN LAUGHLAND, avenue. Secretary,

Conference on Voting Machines.

The committees appointed by the city council, the Board of Education and the crunty commissioners have held a meeting to confer on the purchase of voting ma-

tablishment Here.

Upon the understanding that a branch nint is to be established by the govern STRICTURE AND CLEET CURED AT HOME nent somewhere in the west, the Commer Consultation free Call on or address ial club some time ago suggested to the Nebraska delegation at Washington the adisability of taking steps to lead to its lo-119 So. 14th St. ation, if possible, at this point. In acordance with that suggestion Congress nan Mercer writes the club that he has introduced a measure in the house to that end, and Senator Thurston writes that he will introduce one at once in the senate Quite a number of bills have been introduced by members of congress from other

Radway's Ready Relief cures and prevents Coughs, Colds, Sore Throat, Influenza, Bron-chilts, Pneumonia, Swelling of the Joints, Lumbaga, Inflammations, Rheumatism. states looking to the location of such an Headache, Toothache, Asthma, Neuralsia, Headache, Toothache, Asthma, Difficult Breathing. Radway's Ready Relief is a sure cure for every Pain, Sprain, Brulse, Pains in the Back, Chest or Limbs. It was the first and is the only Pain Remedy that instantly stops the most excrutiating pains, allays inflammation and cures congesion, whether of the lungs, stomach, bowels or other glands or organs, by one application. uralgia. institution In cities of the west.

OMAHA TU BE REPRESENTED

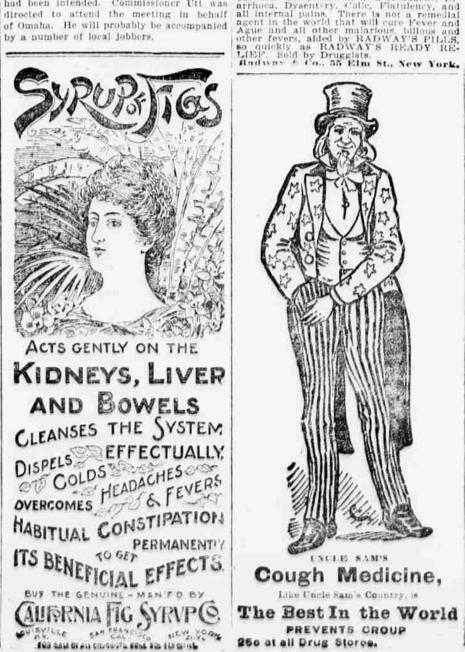
Freight Committee Will Send Delegate to Kansas City Jobbers' Meeting.

The freight committee of the Commercial club met Friday to discuss the advisability of sending a large delegation to the meet ing of jobbers at Kansas City next Wednes day, at which a protest is threateneed against the proposed increase in western freight rates. Considerable time was de-

voted to consideration of the prospective nerease in rates, the result of which was that no large committee was authorized, as had been intended. Commissioner Utt was

and the second

SAH FRANC



Christ Child.

 ${f R}^{
m ealistic\ reproduction}$ by photographic process of Hofmann's famous painting of the boy Christ, hung in the royal gallery at Dresden. Particularly appropriate to the Christmas season. Size of 🕃 plate and border is g 10x12 inches. in Nebraska.

Timely article on modern tendencies in Nebraska schools illustrated with characteristic pictures of school room work in several progressive towns and cities. How the lessons are made enjoyable for the little tots.

Camera Snap Shots At Current Life.

T WHOLE stocking full of good things in the way of literary and pictorial representations of people and places all around us.

Santa Claus from actual life.

Some real Christmas children.

Sacred Passion Play performed by Indians.

Western Sports and Athletics. Picturesque Old Fort Kearney. And others innumerable.

Special Double Christmas Number.

Advertising space all taken. * * Edition will be limited. * Order early if you want it. MANo increase in the price.

OMAHA ILLUSTRATED BEE. THE NEXT SUNDAY, DEC. 24th You Must Not Miss It.

In the battle that was waged between the bullwbackers and bandits eleven of the "THE NORTH-WESTERN LINE"

CHEAP RAILROAD FARES

FOR THE HOLIDAYS

EAST

New City Offices

WEST

NORTH

