

NEBRASKA FIFTY YEARS AGO

Wonderful Progress Made by This Great State Since Then.

MAJOR BUCHANAN PENS INTERESTING PAGE

Death About State of Nebraska that Reads Much Like Fiction Out of a Fairy's Story Book.

In an interesting contribution to the last number of The Twentieth Century Farmer, J. R. Buchanan, the well-known general passenger agent of the Elkhorn road, reviews Nebraska's progress since territorial days. Fifty years ago, he says, Nebraska was a vast, unpopulated wilderness...

Presto! What a Change.

Presto! Here we are today a thrifty and splendid gateway city of 150,000 people. A converging center from all the east, north and south, with our gateway opened for the commerce of the world to pass through into our great state and through it to the Mountain and Pacific Coast states...

Products from the Farms.

From these "farms" and this stock range we are producing in this year of 1902, forty estimated, 200,000,000 bushels of corn, 40,000,000 to 50,000,000 bushels of wheat, 40,000,000 bushels of oats, with proportionate crops of other grains, hay, vegetables, dairy and poultry with their products...

Another specialty has been partially developed in the growth of alfalfa.

It seems the soil and other conditions are especially adapted to the propagation of this crop and there are now over 250,000 acres of alfalfa in Nebraska. The crop yields three and four cuttings and aggregates from five to six tons per acre per year. It is most acceptable to and an excellent food for all stock...

Now, reduced to values, the following is a fair estimate of the values of the products of the state for the year 1902:

Table listing agricultural products and their estimated values for 1902, including corn, wheat, oats, hay, and livestock.

These estimates are limited entirely to the "land products" which, include, of course, stock which necessarily feeds on and is made by the land products.

No attempt is made to estimate the wealth created or produced by the mechanical or other arts or sciences, nor by the commercial, banking and other mercantile pursuits.

This Enormous Production from Soil.

Think of it. One western state, only one-half of which is under agriculture and the rest to stock culture and grazing, producing in one year \$300,000,000 of value from its soil. In addition, in measuring the importance of our development, we have promoted or aided in promoting, especially the development of the Black Hills, which forty-eight years ago, or at the time of Nebraska's territorial acquisition, were a "myth." Although unknown, except remotely as an Indian "reserve."

probably near \$15,000,000 per year; the other a larger group of 100,000 acres which have attracted the national government, which has recognized and endorsed their healthful effects by establishing a "national sanitarium" there, a distinction not accorded any other place in the United States for the same purpose.

How These Transformations Came.

These immense transformations are largely due, of course, to the enterprise of the men who foresaw the possibilities. Very largely to the building of railroads to and into and through Nebraska. The hundreds of miles of Iowa prairie attracted railroads to build into and across them, and the rich acres drew the sturdy farmer to their cultivation.

No irrigation is needed along the line of the Elkhorn railroad or in the section tributary to it in Nebraska. In the stock ranges irrigation is not sought or required, as the stock interest is as important in its purpose as in agriculture elsewhere.

Educational Advantages.

Nebraska is not only justly famous as an agricultural and stock state, a money-making state, but is equally rich in its educational advantages. Its State university stands the normal at Peru is also a state university. Its standard is of the very highest.

Again, it stands at, or nearly at, the top for health. Its clear sky, its persistent breezes and its elevated plateaus insure freedom from malarial or miasmatic poison, gives vigorous, stimulating health, and success in the most arduous moral, church and law abiding tendency is a warrant of good order and useful contentment.

Unique Exposition Record.

The state of Nebraska, when her chief city of Omaha proposed to give an exposition, stood stolidly behind the city and promoted and sustained the most successful great exposition ever given in the United States, excepting only the great World's Fair and Exposition of 1893 in Chicago.

Today the state is the abode of wealth, varied industries, culture, education and refinements.

Prosperity rewards industry abundantly. Its history, though brief, has recorded some very interesting national events and incidents. Its early history is associated with the event which culminated in the greatest war known to the world. It was once the home of the great Mormon leader, who was seeking to establish a government within a government, an independence within an independence in the nation.

GEORGE WASHINGTON'S QUEEN.

It hid a Luxuriant Suit of Straight and Very Dark Hair.

The Father of his Country concealed a luxuriant suit of hair beneath his queue wig. Man would wish the old fashion were in vogue, to conceal thinned hair or baldness. Yet no one needs have this hair nor be bald, if he cure the dandruff that causes both. Dandruff can not be cured by scouring the scalp, because it is a germ disease. The germ has to be killed. Newbro's Herpicide kills the dandruff germ—no other hair preparation will. "Destroy the cause, you remove the effect." There's no cure for dandruff but to kill the germ.

A Matter of Position.

Baltimore American: Jaggsby—Yes, my dear, you must be mistaken. The man you saw in the saloon with his back toward the door, as you went by, may be the same man, but you cannot be sure of a man under such circumstances.

The Signal of Distress.

White of eyes and skin yellow show liver trouble and jaundice. Dr. King's New Life Pills cure no pay. Only 25c. For sale by Kuhn & Co.

An Original Elopement

A Short Story By W. H. ROYCE.

"A nasty night, Haskell." I stepped down from my seat in the cab No. 27 and with some hurried reply to the greeting of the roundhouse foreman passed out into the yard, thoroughly tired, hungry and irritable after my 120-mile run in the cab of the limited express.

It was one of those wild nights we sometimes, but not often, get during the month of November—a night of blackest darkness, filled with driving rain and frozen sleet, night of washouts, double roadbeds, delays and loss of time, to be followed by a five-minute interview with the division superintendent, a man of few words and much less consideration.

I had just brought in the limited express some twenty minutes late, owing to the icy condition of the rails, and I knew what to expect.

I hurried along through the wind and rain, eager to get to my boarding house, where a warm supper and dry clothes awaited me.

I had just reached the house when I heard the sounds of hurried steps coming down the street after me. I turned and glanced carelessly over my shoulders and saw by the flickering light on the opposite corner that it was Nick, my fireman.

"We're in for it this time, I guess," he exclaimed abruptly as he came up the steps after me.

"Why, what's the trouble now?" I asked, although I had a pretty good idea of what was coming.

"The old man's down at the yard and he's cursing like a trooper because you went off before he got a chance to see you."

"We lost twenty minutes on that grade. I suppose that is what it means," I answered. "Well, never mind; I'll be right down as soon as I eat my supper and get into some dry clothes. I'm drenched."

"No, it ain't that," replied Nick quickly. "The doctor is to pay overtake the 9:45 to pull out again and catch the 9:45 into Hampton, and she's gone nearly ten minutes now. I've got 27 out and freed up. She'll be blowing by the time we get back. Come on."

"I will not state that I did not say anything out of the way. But supper or no supper, together we hurried back down to the yard, where I found Henderson pacing up and down in the storm and growling like a hungry dog."

"Can you catch that 9:45 before she gets into Hampton?" he asked, as soon as I came in sight.

"It's doubtful," I answered shortly. "She's been gone ten minutes already."

"Oh, yes, you can," he insisted persistently. "There's nothing ahead of you—you have got a clear track up to the yard."

"Why don't you telegraph?" I asked wonderingly.

"That's the trouble," he snarled. "The wires are all down; I can't."

"Well, I'll try it. What are the orders?" I knew that, if we were to overtake the 9:45, there was no time to be lost in asking idle questions. Besides, I was not in very good humor at the sudden change from a warm supper, dry clothes and shelter to a wild night ride over an uncertain road in the storm, and moreover, I had no very sincere liking for Jacob Henderson, and I was anxious to catch the 9:45 before she gets into Hampton," he repeated insistently.

"You can do it, if you open her up and let her go. When you overtake her, give this note to Conductor Charles Davis, and if he gives you any trouble, let him know that I'm with you. How quick can you start?"

I thought that there was something rather unusual about all this, but it was not for me to question orders.

"In about two minutes," I said promptly; "just as soon as I can take in a little water. The tank is almost empty."

"Never mind the water," cried the old man, impatiently. "I want you to get started. You have got enough to run down with. You can take some coming back."

This thoughtless remark of his nettled me a little, and I retorted rather sharply: "I'm running this engine, Mr. Henderson. If you want me to overtake the 9:45, it will take speed, and speed takes steam, and I cannot make steam without water. If you can, just step up and take my place and do it."

He made no reply, but turned away with something that sounded very much like an oath, and I felt that my hasty reply had cost me my position, for Henderson was a man that took no words from any man on the road, big or little.

With some regret I backed No. 27 up beside the tank, and just as I stopped under the pipe I saw someone step quickly out of the shadow of the tank and approach the side of the engine. Thinking it to be some belated passenger, I gave a nod and, further thought, but turned my head and looked back to where Nick was bustling engaged with the water pipe.

Suddenly I felt a light touch on the arm. I whirled quickly about and saw standing beside me in the cab the figure of a woman. "What do you want?" I asked in sudden surprise. "Passengers are not allowed on the engine. It's strictly against orders, Madam."

"I know it," she glanced nervously about. "But you must let me go this time."

She stepped quickly into the shadow so that my fireman might not see her. "To say that I was startled by her sudden appearance and strange request would be expressing it mildly, but before I could reply she lifted the edge of her veil and there, in the dim, uncertain light of the gasolene torch, I saw the bright eyes and pretty face of Grace Henderson.

"Why, Miss Henderson!" I managed to gasp, "you surely cannot mean it."

Yes, to tell the truth, I sincerely hoped she did, for, deep down in my heart, I had a secret admiration for the girl with her sweet face and gentle manners. Hilberto I had always been content with the smile or cheery word she often gave me when she came to the depot with her father. Now the prospect of having her so near me and talking with me seemed to lift me to the very top shelf of earthly bliss.

"I must really go, Mr. Haskell," she went on quickly. "I know that it must seem strange and unusual to you, but when one is in danger strange things sometimes must be done to escape, you know."

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VARICOCELE, RHEUMATISM, NOCTURNAL LOSSES, DISCHARGES, BLADDER, RUPTURE, STRICTURE, SPECIFIC BLOOD POISONING. I am the largest and best equipped of all the hospitals in the world for the treatment of these diseases.

State Electro-Medical Institute. 1308 Farnam Street, Between 13th and 14th Streets, Omaha, Neb. Consultation Free and Confidential.

into the cab, almost before the engine had stopped. I felt indignance, and passed him the note in reply. Nick was oiling the eccentric and heard nothing. He would not have known any more about it than I did. Nick was one of the kind that knew when it was best to know nothing.

"There's something queer about this," I said slowly, as I passed back the note. "Is she aboard your train now?"

"Is she aboard your train now?" he repeated in surprise. "No, she is not, and I had nothing to say. I had done my work according to his orders. Then he walked off without another word and left us there alone."

This was not the last of it, however. The next morning I was called into Henderson's private office and put through a series of questioning that would have done credit to a criminal lawyer; but when I left his august presence Jacob Henderson was no wiser regarding the matter than when I came in.

BIRDS AND THEIR TAILS.

Birds have not always had the graceful fan-like bunch of feathers which is the typical form of tail of most living species, says the New York Post. Their ancestors, the lizard-like birds, trailed long appendages composed of many little bones or vertebrae, with a pair of perfectly developed feathers growing from each separate piece of the backbone.

If we look at the skeleton of a sparrow or dove, we will see, at the tail end of the spinal column, a curious wedge-shaped bone, which is known as the ploughshare bone. This is all that is left of the lizard tail, the rest of the appendage having the course of its evolution through the ages, has not dropped off, nor, like the tail of a porcupine, has it been absorbed.

It has been telescoped or crowded together, the bones nearer the body bulging out slightly on either side. So at the present day, tail-feathers grow, not like the web on the shaft of a feather, but fan-like from a composite mass of bone.

Now that we have evolved our modern bird's tail, let us see to what uses it may be put, and a fine place to do this is in the New York Zoological park. Of course, its use as an aid to flight is the first thought which comes to our mind, and rightly, too, for the parts which it plays in this respect in various birds, are many. The tail is used as a rudder, especially when it is long and powerful, enabling birds such as tropic birds and manigles to make quick turns in the air. Tails sometimes perform the function of brakes. When a great pelican settles gradually toward the surface of the water, the tail, widespread and lowered, is of great importance in regulating the shock of alighting. The tail is added in this function of brake by the great expanse of web between the toes, both feet being contally stretched out in front.

Birds which have very short tails are unable to turn quickly, and their flight is very direct, even when there is a long tail, if it is principally for an ornament, and not well muscled, it is of little use in helping its owner to change the direction of flight.

Among many other uses of tails we must mention parrots. Woodpeckers and creepers really sit on their tails, the feathers of which are stiffened, and with just enough resistance at the tips to admit of their bending into and making use of every crevice in the bark. As we watch a brown creeper hop rapidly up a tree trunk, never missing a foothold, no matter what smooth places it may encounter, we say to ourselves, how impossible this mode of progression would be without the all-important caudal appendage. But here, as everywhere, Nature confronts us with surprises. Our natural philosophers tell us that the law of gravitation is universal, and yet in almost every grove of trees in winter, we will find what are apparent exceptions. Associated with the brown creepers, little blue and white birds will often be seen—nuthatches—which run and hop merrily over the trunks and branches, upside down, wrong side up, anyway, any place which promises an insect tidbit. And most wonderful of all, it is only by means of their rather short tail claws that they do this, for their short tail is often bent far forward over the bark and in every case never touches the bark.

Even the innate characteristics of birds are often portrayed in the manner of carrying the tail, quiet, soft-mannered birds carrying it low beneath the wing tips, while active, nervous species carry it more or less raised. The peacock's real tail consists of small brown feathers which serve as a support to the magnificent train feathers growing from the lower back.

The motmots birds of Central and South America, not satisfied with having long decorative tail feathers, proceed to embellish them further and when the grown, pull the barbs from a portion of each of these feathers, leaving a rounded disk at the tip. Even birds which have been reared from the nest, carry out this habit through inheritance. The males of certain weaver birds and widow finches have very elegant tails much longer than their bodies. And most gracefully do they carry them, flying through thick foliage without injuring their long trains in the least.

In some birds, as in our meadow lark and vesper sparrow, the central feathers of the tail are protectively colored, and when the bird is at rest help to conceal it from observation. The minute these birds take wing, the pure white outer feathers flash out conspicuously. It is said that these are like the cotton tails of the rabbit, and are its support to its other members of the flock, to follow and escape, the older and more experienced birds being stronger and therefore usually in the lead.

PUSSY BROKE THE BANK.

The Tinamous of South America has no tail at all.

Office Pet Innocently Aided the Burglars to Get the Cash. It was the Buffalo detective's turn to tell a story, relates the Rochester Post-Express. He had listened to the experiences of the Rochester deputy sheriffs as the men sat around the big table in the sheriff's office. "This little incident," he said, "happened when I was stationed just outside of Buffalo in — It's a hustling town and when I was on the trail there the citizens believed in having everything up to date. But there was one innovation that the sheriff's office favored, longingly, place. If the alarm worked well with the bank the contractors knew they would receive many orders from private houses, stores, etc."

"After the last touches had been given to the anti-bank-breaking device, the foreman had the doors closed and an experiment tried. One of the workmen opened a window, Ting-a-ling! And the police office was immediately notified by the ringing bell that someone other than a depositor was entering the bank. The foreman was notified by telephone that the anti-bank-breaking device was perfect and the job was declared completed.