

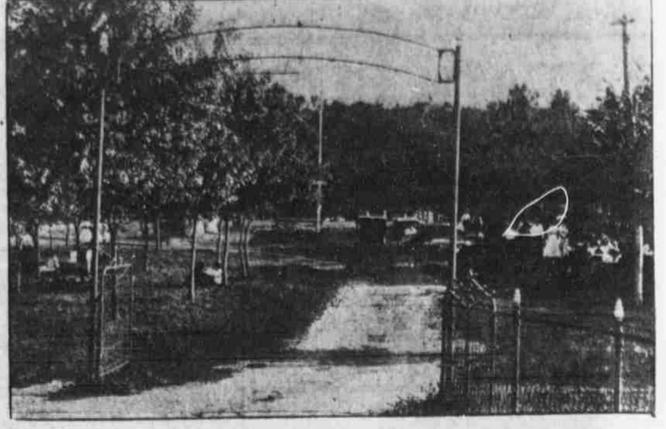
# York County One of Nebraska's Most Fertile and Prosperous Sections



STREET SCENE IN YORK.



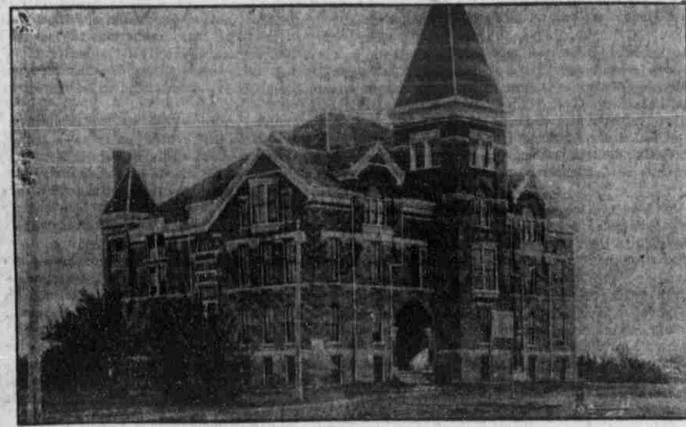
ONE SIDE OF SQUARE, YORK.



ENTRANCE TO CITY PARK, YORK.



YORK HIGH SCHOOL.



YORK COLLEGE, YORK.

**M**ORE than half a century ago the scout line of the pioneer was thrown out along the Blue river. Gradually, but surely, the frontier receded before the resolute homesteader and home builder. The trapper and fur trader gave way to the farmer and cattleman, and where all the activities of man had been devoted to destruction, all the energy of those who followed was expended in production and building.

Nothing in the world of modern effort is more interesting than the solid achievements of the men who have been and are building up York county, and who are really building a small empire west of the Missouri river. Poetry has been written about these pioneers, imaginary pictures have been painted of them, speeches have been made to them, and votes have been coaxed from them. York county is in the center of the very best farming country in southeastern Nebraska. The county is located fifty miles west of Lincoln, and about forty miles north of the Kansas line. It is of the regular standard size, twenty-four miles square, and contains 576,000 acres, 500,000 acres of which are under a high state of cultivation. This county has a population of 23,000, and is different from most counties of the state, in that it has ten thriving railroad towns outside the county seat. It is also one of the best watered counties in the state, having three streams traversing the county from east to west—the Blue river on the south, Beaver creek in the center of the county and Lincoln creek in the northern part. Some of these streams furnish excellent water power, and add much to the wealth and beauty of the entire county. York county enjoys excellent transportation facilities. Three railroad lines pass through the county, paying taxes on 100 miles of track. The county also has about 1,000 miles of public highway, and as good road sentiment is becoming stronger each year, these highways are passable almost any time of the year.

The principal output of the county is corn, wheat, pork and beef. This county is in no degree drowsy, numerous women prefer handsome cloth coats fur trimmed, possibly fur lined.

Pony skin has been over popular for two seasons, and though the furriers have improved it greatly in respect to suppleness and luster, it has lost its vogue among the exacting. Still, smart coats are made up in this fur at very moderate prices, and they are more modish for motor wear than for street.

Caracul in both black and brown retains its prestige, and though cheap, quality is used for a host of coats, the best grades show their claims so clearly that have suffered little by the cheap

of York county soil and the great returns from it. Mr. C. Detloff, living six miles northwest of York, secured and planted one bushel of choice seed corn on six acres of ground. This fall he harvested 540 bushels, or ninety bushels per acre. Among the many noted herds of the county is that of the Christian Clover Leaf Farm in which are some of the greatest prize winners and best specimens of nearly every noted herd.

York, the county seat of York county, is a railroad center, having the best of shipping facilities. This thrifty little city has an unusually good class of citizens. Every business man seems to be a booster. The Commercial club is composed of active, progressive men who are always ready to assist every worthy enterprise. This club has secured many improvements for the city. Among the many is the splendid new Burlington depot, also the Chautauqua. Much of the excellent brick pavement has been brought about through the persistent effort of the Commercial club. The streets and cement sidewalks are a model in every respect.

A few years ago a wise city council made a small levy to create a fund for building a sewerage system. By the time this was needed the city had sufficient money in the treasury to pay for an excellent sewerage system. Their splendid library building was donated by the late Mrs. G. W. Woods, amounting to \$10,000. The educational advantages of this city are unusually good. Besides the public city schools there is a business college and normal school and the seminary.

The folks of York are building a \$30,000 club house, the government is building an \$80,000 postoffice. The total city bonded indebtedness is \$37,000. The city has a first-class water works system and an electric power and lighting plant, operated day and night, a steam heating plant and an ice factory. It also has a gas plant for heating, lighting and cooking. The thirteen church edifices add much to the morals and beauty of the city. The city has four good weekly newspapers and one daily. It also has many small manufacturing institutions of different kinds. There is a good opening here for a wholesale grocery house, a corn grit mill and a modern up-to-date hotel.

The city is becoming quite a center of conventions of different kinds, and these in turn are doing much to advertise the city and bring to it the best classes of citizens. A \$2,000 home in York pays \$7.10 taxes. The population is 7,500, and it is making a most wonderful growth. York has never had a boom, but its growth has been steady, increasing each year until it is today one of the best little residences and business cities to be found in the state.



PUBLIC LIBRARY, YORK.



FARM HOME OF CHARLES DETLAFF, YORK COUNTY.

## Wraps for Auto Wear Made of Wool Rather Than Furs Now Stylish

**N**EW YORK, Feb. 19.—Winter sports have been late in arriving this year, but the women provided appropriate garb for them early in the season, and motoring at least we have always with us. Moreover, whenever there is a moderate chill in the air heavy garments are a comfort to the motor woman, so all through a mild November and early December fur motor coats and fur lined or fur trimmed motor coats were in use.

There is greater variety in these garments than would seem possible at first thought, and if one includes not only the severely practical models, but also the motor coats of more luxurious type for town use, one finds a large field to cover. The luxurious coats, meant for wear over elaborate frocks and often slipped off and left in the car when one makes a visit or attends a social function, often represent an appalling sum of money. The costliest are not, however, the most ornate, the latter, even when superbly embroidered or braided, not approaching in value some of the untrimmed fur coats, loose, rich, all-enveloping garments of sable or sealish, or fine mink or chinchilla or beaver skins.

The renewed prestige of seal has made it one of the prime favorites for coats of this class, though like all soft hair furs seal is not practical for hard motor wear. It can be easily freshened after wetting, but dust and mud are very hard on it, and the same is true in greater degree of the Hudson seal, French seal and various other imitations of the real seal.

These imitations are unusually good this winter and, moreover, are fashionable, the French makers having used them for extremely smart models. Some of these models are of pronounced Directorate type, but for the motor coat a simpler, more ample garment is desirable, and we have seen some remarkable good looking seal coats resembling in line the roomy cloth raglan with high, close collar and with no ornamentation save large buttons and handsome satin lining. These coats might be slipped on over any sort of frock, and indeed over a coat and skirt or coat and princess costume.

Rather more dressy and not so essentially for motor wear is a seal coat of the sort pictured here, simple and loose in line but trimmed about its edges with sable, mink or marten, slashed up the sides and finished inside the fur collar and cuffs with plaited frills of silk mousseline or silk. Another seal coat, once more of the ampler and more sporty lines, had for trimming big ornaments of very heavy brown satin cord and large satin buttons set down the front, on the outside of the rather full sleeves and at the very faintly indicated short waist line in the back.

We have seen a woman slipped off and handed to her footman before going into an upper east side house where a fashionable musicale was in progress. The coat was of the softest and most lustrous black moire lamb and covered the wearer from throat to heels, being semi-fitting and draped loosely across the front to fasten at the left hip, with a big ornament of dull gold, studded with jewels. A narrow fold of cloth of gold embroidered in rich colorings, jewel colors one might call them, finished the neck and the sleeves, and as the coat was taken off one saw that it was lined throughout with soft satin of a gold yellow.

But all this belongs to the realm of the plutocrat. For the lesser figures in the fashionable world less costly furs suffice;

when motor coats are in question, caracul, pony, reindeer, wolf, etc., and since many of these, though chic and serviceable, are in no degree dressy, numerous women prefer handsome cloth coats fur trimmed, possibly fur lined.

Pony skin has been over popular for two seasons, and though the furriers have improved it greatly in respect to suppleness and luster, it has lost its vogue among the exacting. Still, smart coats are made up in this fur at very moderate prices, and they are more modish for motor wear than for street.

Caracul in both black and brown retains its prestige, and though cheap, quality is used for a host of coats, the best grades show their claims so clearly that have suffered little by the cheap

fur. One model sketched for this page is excellent for caracul or any of the short haired furs and may be successfully carried out too in the soft, heavy motor coats.

The shape is practical and comfortable, as well as excellent in line, and the strap and slide trimming down the front and on the sleeves gives originality to the garment. These straps may be in cloth or leather, according to the material with which they are used.

It would be hard to say too much in praise of the woolen cloths which the manufacturers are now producing for motor coat use. They achieve warmth and the appearance of it without being heavy, and are as supple and light of weight as they are comfortable.

The colors and designs, too, are admirable—subdued, subtly blended mixtures which have individuality without being conspicuous—one tone diagonal or hemming bone weaves in rich color and in material of slightly rough surface and great softness, block and broken checks in similar rough, soft woollens and in two tones of gray, gray and white, two tones of brown, brown and white, brown and black, etc.

The plain one-tone stuffs of fine quality in rich deep red, blue or smoke gray, with or without fur trimmings, are extremely smart and while they show soil more readily than the mixed effects, give good service. Some of these plain, heavy, soft stuffs are made up in cape form—long, ample, covering completely the costumes

worn beneath. But a coat is more practical for general use. Where a fur collar is not a feature of the coat a high collar of cloth which may be buttoned closely around the throat is essential. Many models have collars which may be turned down, but, on occasion, may be buttoned up high around the throat. Others have permanently high collars such as the collar of the plaid model sketched here.

This model, by the way, is an excellent one for shape, appearance and comfort. The material is a broken plaid of good quality and practical coloring, mixed grays with a little black and white and a mere fleck of dull rose. This is brightened by the flap down the left front, the collar and the cuffs, which are of dull rose broadcloth. Buttons covered with black satin are used and the buttonholes are bound with black satin. The same model is made with old blue in place of the rose and in a brown plaid with plain brown trimmings.

Comparatively few of the leather suits which were exploited for motor wear in earlier seasons are to be seen, but an occasional leather coat, usually in one of the browns, appears, and there are smart leather waistcoats for wear with coats of woolen stuff when additional warmth is needed. Sweaters are, however, the ordinary thing for such a purpose and many variations of the loose coat sweaters are on the market.

White still heads the list in sweater colors, but there are more pretty models in dark shades this season than there have ever been before, and some of these darker models are quite as good looking as the white in addition to being much more practical. A dark blue, not too sombre, a green of similar description and the grays are the most popular colors, though there are pretty browns and an occasional red, and many of the most attractive models have high, close collars and button down the left side.

A white collar, a band of white down the opening, white cuffs and white at the pocket tops brighten the dark garments, and the effect is really more chic than that of the all white sweater. Where the high collar is not desired one can of course obtain models cut down at the neck, but for motor wear the high collared model is more modish.

Of motor headwear we have recently spoken in these columns, but the pith helmets and bonnets multiply, and some of the plain low fur turbans make excellent motor hats.

The French makers have sent out various models designated skating costumes, but suitable for general rough and ready wear, and some of these models are extremely attractive. The short fur trimmed frock for wear under a fur coat or at the indoor rink which enjoys considerable popularity both in Paris and London is conspicuous, and the modes of the season lend themselves readily to good effects of this kind.

The one great difficulty is the adaptation of present skirt lines to the requirements

of the skater or other athlete, but this may be done by allowing more ripple to the circular model or by introducing plaits at the side.

The soft rough cloths, heavy diagonal weaves, etc., are somewhat smarter than broadcloth for the skating costume, and some charming models are shown in velveteen, which combines a look of warmth and richness with a capacity for hard wear. One of the models pictured here, for example, was of velveteen in a warm though dark blue green with trimming of brown fur. The arrangement of fur tails held by dull gold buckles at the throat and girdle is original and worthy of note, quite apart from any consideration of sporting costumes.

Skunk fur, which is distinctly fashionable this season, is much used for trimming the skating frock, being durable, effective and not expensive. Caracul and brotchswanz, too, are popular trimmings, the glossy black relieving admirably any color. One little frock very simple in line obtained individuality through the introduction of long, slender points of the supple black fur both on skirt and bodice, the fur being set under the cloth and the two edges of the cloth held by little buttoned straps of the same cloth crossing over the fur.

Semi-military short coats froged and braided and having high collars and cuffs of Persian lamb are trim and charming for youthful skaters and we saw a skating costume prepared for a Canadian visit which was of this type in a military gray blue. A smart military round cap with Persian lamb trim, blue cloth crown and a stiff black brush trimming accompanied the suit and in addition there was a military cape of the Italian type which could be donned for additional warmth when the wearer was not skating.

The fur turban, which appears to be epidemic, is in its really chic forms an ideal thing for the skater, or, for that matter, a practical thing for any out-of-door sport. Of course, the exaggerated models are absurd, but there is a host of the turbans in good fur and moderate shapes, and with neck furs and the mammoth muff to match they will convert any good short-skirted, serviceable street suit into a smart costume for the ice.

The high boots with strap and buckle at top, which are designed for motor wear, are liked for all kinds of sporting wear, and the genuine sportsman who intends plowing about in the snow will invest in a pair of the high water-proof boots which are more practical than beautiful, yet possibly more beautiful than articles or rubbers and leggings.

Knickerbockers of black satin or dark silk, flannel lined, should be in the winter outfit of every girl who likes out-of-door sport, but these should be very carefully fitted, and the average ready-made article, with its bunglesome string and shirring, should be altered to smoothness and a band, if one does not care to have the knickers made to order.

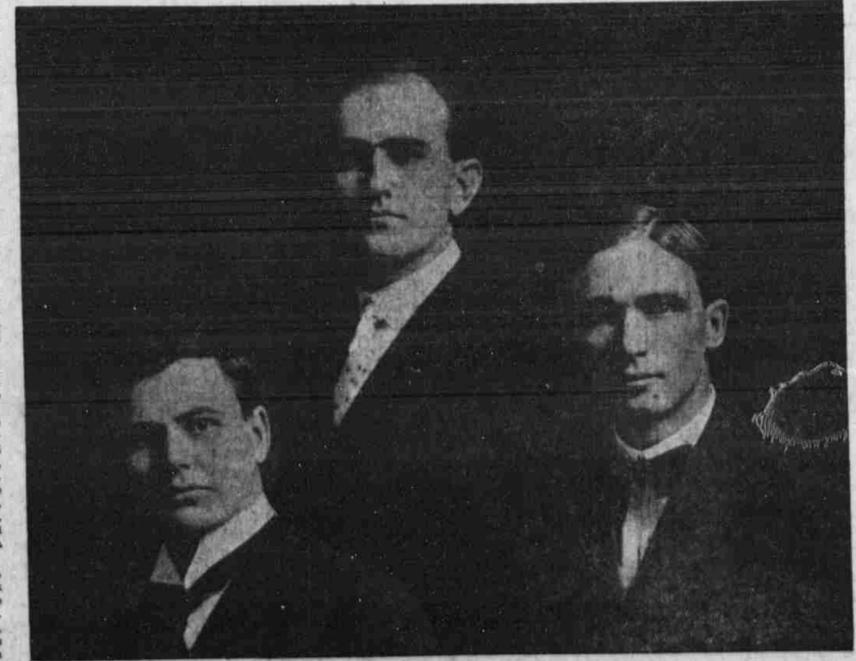
## Young Men Who Are After Oratorical Distinction

**R**ESOLVED, That the Galveston Plan of City Government by a Board of Commissioners Insures Increase in Efficiency Combined with Decrease of Corruption in City Affairs.

This question will be debated by teams from the law college of Creighton university and from the law department of the University of South Dakota in Omaha on March 5. The debate will be held in the university auditorium and Creighton will defend the negative. South Dakota was given the choice of sides by Creighton which chose the subject.

Creighton will be represented by Charles J. Thielen, '11; William F. Sternberg, '10, and Eugene D. O'Sullivan, '10. The three men were chosen by competition, seven originally signifying their desire to enter the debate. These seven students submitted papers on the subject and they were graded by a board of judges from the school. Then they delivered their orations before another set of judges composed of Attorneys Edward Simeral, Arthur Wakeley and George Merton. In this contest one was eliminated, the judges passing on the delivery.

The six remaining were divided into two teams and the subject was debated before Attorneys Simeral and Merton and Rev. Albert Wise, and Messrs. Thielen, Sternberg and O'Sullivan were chosen. James M. Lannigan was at the same time chosen as alternate. Rev. William Donohy, the new vice president of the university, is training the debaters. The debate will be the second with the South Dakota school.



Charles J. Thielen, '11. William F. Sternberg, '10. Eugene D. O'Sullivan, '11. CREIGHTON UNIVERSITY DEBATING TEAM.