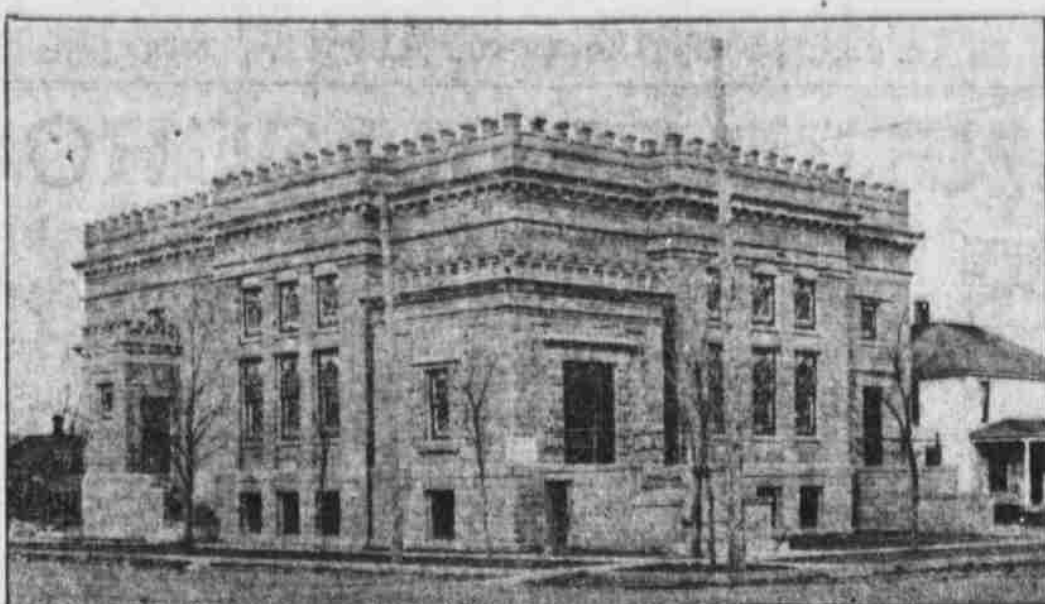


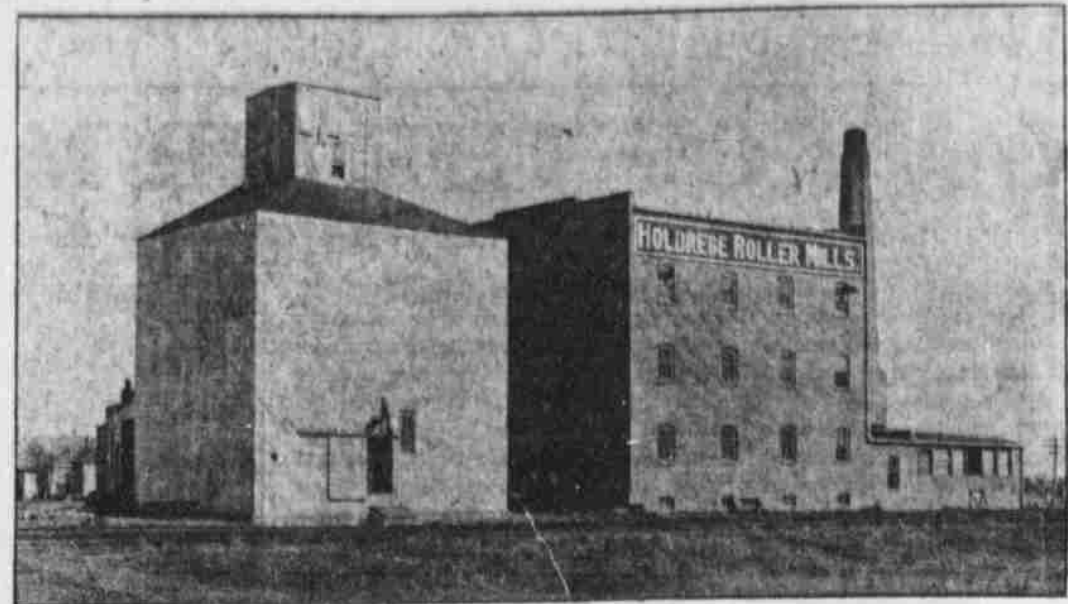
# Phelps County One of Richest of All Nebraska's Fertile Sections



PUBLIC LIBRARY AT HOLDREGE.



FIRST BAPTIST CHURCH.



HOLDREGE ROLLER MILLS.

PHelps county is decidedly an industrial county, more than any other part of the state. It measures the pulse of its every-day life by the industrial scale. The principal products are wheat, corn, oats, potatoes, alfalfa and live stock, all of which are raised and sold by the farmer at a good profit. Cattle of all kinds are raised in all parts of the county, while most of the alfalfa is raised on river bottom land, principally along the Platte. The average production of wheat is about twenty bushels per acre, while instances are common where thirty bushels have been raised. Corn averages twenty-five bushels per acre, while many crops from several farms have run as high as fifty bushels. Alfalfa as a general rule gives two cuttings a year, with a total yield of five tons per acre. All products of the county find ready sale and the facilities for shipping the products to market are not exceeded in any part of the state. Alfalfa brings \$5.00 per ton in the stack, and when baled its value is increased \$1.00 per ton.

Phelps county is situated on the high table lands, or upland prairie on the divide between the Platte and Republican rivers. In extent it covers about four million acres. The only streams anywhere in the county are in the southern part, and these are the headwaters of Spring and Turkey creeks. The surface of the land of the county is comparatively level, being but very gently rolling, and nearly every acre is susceptible of cultivation. The soil is fertile and very productive. The county is well adapted to farming and a very large acreage of crops is planted each year. The population of the county is about 14,000.

The Platte river extends along the northern border of the county, and in the early days of freighting across the plains, long before the building of the Union Pacific railroad, the old freight and emigrant road extended along the extreme northern part of the county, up the Platte river. Plum Creek Station was about on the line between what are now Dawson and Phelps counties. During the time of overland travel the freighters and emigrants poured up and down the Platte valley and in this locality more daring murders were committed by the Indians than at any other point on the route. In the northwest part of the county, and on what was formerly the claim of Will Dilworth, is a graveyard in which there are fourteen graves, the resting place of people murdered by the Indians during the trouble of 1864. Another station on the old overland route was at Hopeville, toward the northeastern corner of the county, and about eight miles west of Fort Kearny. This was a ranch and postoffice, kept by Moses Sydenham, who located at the fort in 1854. When the Union Pacific railroad was



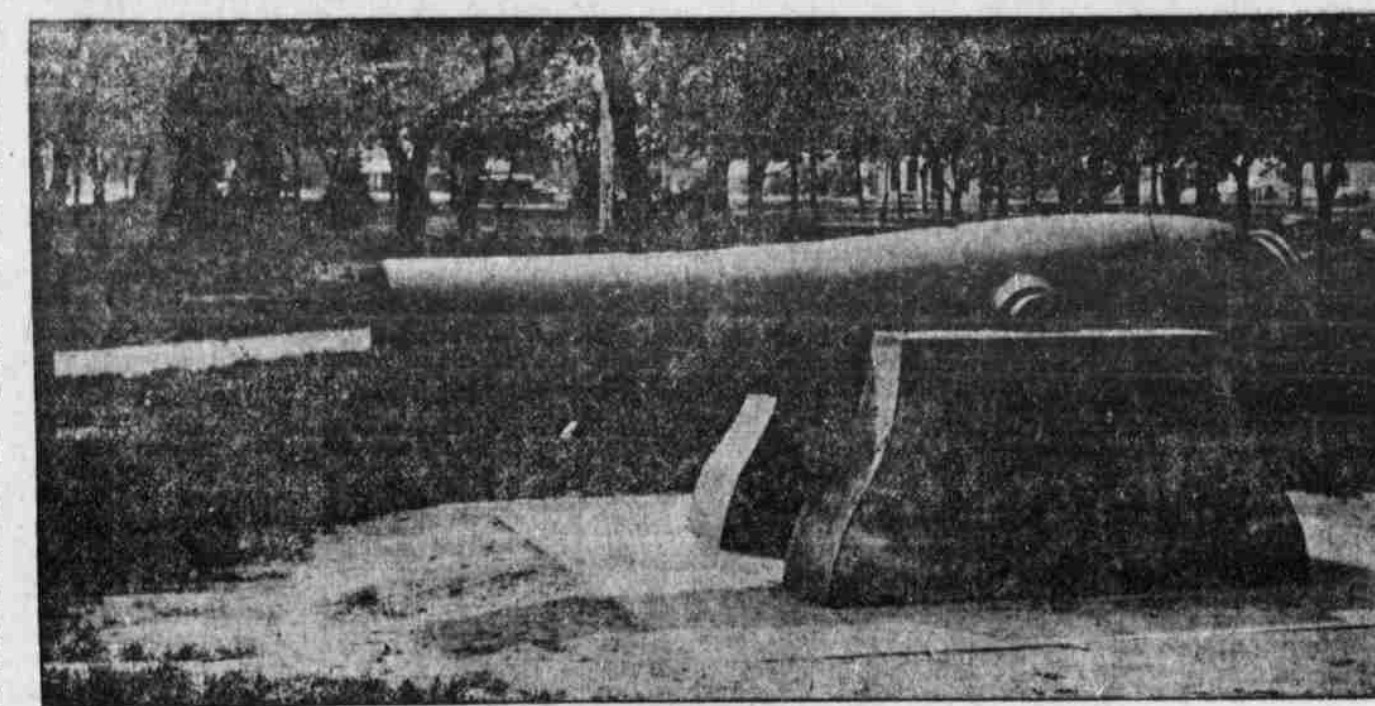
FOURTH AVENUE, HOLDREGE.



EAST AVENUE, HOLDREGE.

built along the northern side of the Platte river in the fall of 1866 the overland freight road was abandoned, and for a few years there was no settlement in Phelps county. In the year 1873 a few settlements were made in the northern part of the county and a few homestead claims entered. Early in the year 1873 quite a heavy immigration commenced and a large number of settlers entered claims during the year. This was mostly in the north half of the county. The first election of the county was called for April 3, 1873. The county seat was located at first at Williamsburg, but was removed to November, 1878, Phelps county. The only court house ever in existence at Williamsburg was a large iron safe that stood out on the prairie.

The county schools in Phelps county have grown into a complete, well equipped and high-grade system of educational institutions, efficient in a marked degree. In fact the chief pride of the county is its schools. No county in the state can show a smaller per cent of illiteracy, for it is entirely unknown in this county. The directors of the schools have been a sturdy, intellectual people who having had experience in club work, knew even better than did the permanent residents of Holdrege the need of a woman's club and the benefits to be derived from such an organization. The Masonic hall was full of eager, earnest women who met in response to her call and fifty-two enrolled as charter members. It may be interesting to note that of the original fifty-two only twenty now reside in Holdrege and ten remain active members of the club.



VIEW IN CITY PARK, HOLDREGE.

and the village of Atlanta is planning to install eleven grades in its high school.

County Superintendent E. E. Larson has encouraged the library movement until over two-thirds of the district schools have libraries. Over 3,500 children will attend

the rural schools this year.

Land in Phelps county twenty-five years ago was worth in the neighborhood of \$25 per acre, but the eastern farmers could not see the great possibilities of the then partially civilized west, and as the years

passed the farmers of Illinois, Indiana and other eastern states began to move westward and the land increased in value rapidly until now Phelps county land is worth on an average of from \$75 to \$100 per acre. The sod houses of the early days have

given place to modern structures built according to the latest designs for comfort and for making ideal homes, with most of the improvements found in the city residences. Excellent roads connect all the towns of the county and the country districts are well supplied with up-to-date school buildings, with efficient teachers.

Holdrege, the county seat, was laid out in 1888 and has had a growth and period of municipal improvement in the last three years equaled by but few cities in the state. It boasts of long, clean avenues, flanked by rows of beautiful shade trees, miles of cement sidewalks and curbing, public and private parks, a Carnegie library, new business blocks, which are looked upon as models by business men; a water system of greatly increased capacity and a sewer system just completed at a cost of many thousand dollars. A good, substantial brick block constructed at a cost of \$10,000 was recently raised to the ground to make room for a modern and artistic building. Holdrege has not accepted any obstacles, no difficulty has been long considered of any serious obstruction; but with a faith and enterprise matchless in its persistence its business men have built in the heart of the "great American desert" a city of 6,000 souls, a city which in its architectural beauty and stability takes the history of its founder, a race of pioneers who have been builders and who have builded well.

Holdrege is on the main line of the Burlington from Chicago to Denver. The high line of the Burlington runs from Holdrege to Cheyenne, Wyo., and the line from Hol-

drege to Nebraska City is also a Burlington branch. The three railway lines place Holdrege in a position to command an extensive tributary trade from the west, northwest, southwest, south and east. Holdrege has a good water system, an electric light plant and an independent telephone exchange. No city of its class has a better representation of church societies. All of the leading fraternal and beneficiary societies are represented. The school system is strictly modern. Holdrege schools of right are the boast and pride of its people. A gas company has a franchise and are installing a system of gas works. Its wholesale and jobbing houses cover an extensive territory. The city is the home of a large number of traveling men who locate where there are the best facilities for reaching the territory made by them. Holdrege is a city of beautiful homes. Many are striking, most of them are attractive in architectural design. The modern conveniences, such as steam, hot water, and hot air heat, bath rooms and electric lights, secure the home comforts required these days. Well kept lawns, concrete walks and curbs, terraces, ornamental and shade trees, all combine to throw a charm of beauty and attractiveness about the residence districts of the city.

Phelps is a county where small, farm holdings predominate. All the orchard and small fruit of this section of the west do well, such as apples and smaller fruits. This county at present has in full bearing 14,000 apple trees, 16,000 peach, 8,000 plum and 11,000 cherry trees, while nearly every farmer in the county grows a liberal amount of strawberries for his own use, as well as other kinds of small fruit. All vegetables for the middlewest are grown. The potato yield is a large surplus for shipment.

Phelps county led all other counties of Nebraska in wheat yield for three successive years, viz. 1903, 1904 and 1905. Last year the farmers of this county sold and shipped out 1,171,000 bushels of corn, 1,900,000 bushels of wheat and 244,000 bushels of oats. This county also manufactured and shipped out last year 8,883,900 pounds of flour and 1,322,000 of mill feed. Last year these farmers sold and shipped out of the county 36,500 head of beef cattle, 31,500 fat hogs and 5,400 sheep. This county is fast taking the lead over other western counties in the dairy industry. The farmers at the present time have over 4,000 cows on their farms, and last year they were using 350 hand separators. These farmers manufactured and shipped out 282,000 pounds of butter and 240,000 gallons of cream, while the dressed poultry shipped out amounted to 350,000 pounds. At the present over 8,000 acres are seeded to alfalfa which is returning a good profit than almost any other crop produced to its cost.

## In the Field of Electricity

Electric Freight Service.

ROP. J. B. WHITEHEAD of John Hopkins' university, in an article in the current number of the Popular Science Monthly, contends that the electric engine maintains its drawing power better than a steam locomotive after the train once gains headway. He says: "A typical western freight locomotive, weighing with its tender 125 tons, can develop continuously a drawbar pull of 25,000 pounds up to a speed of fifteen miles an hour. An electric engine, weighing 100 tons, can develop this pull up to thirty-seven miles an hour," and as the latter does not pound the track so badly as the other it may be driven at high speed with greater safety. "Fast Freight" is now a relative term. If electricity can give it a new meaning, equal to a gain of the difference between fifteen and thirty-seven, it cannot be installed any too soon.

It has generally been assumed that the substitute of electricity for steam on the existing railroads would be practically limited to passenger business, but with the street car lines eager to be permitted to carry freight by electric power the day should not be wholly remote when the season which they haul will be adopted by the existing railroads. One great inconvenience in the combined system near New York City today comes in the effect of the smoke of the freight locomotives in coating with an oily substance the overhead wires on which the passenger trains depend. This would all be avoided by putting the entire service under electricity.

was claimed, effect an improvement in street lighting. Other new arc lamps were the "Jandus," which was in service at the Marble Arch, and the "Blondel," which gave an improved horizontal distribution of light. The Orliflamm constituted an improvement in alternating current lamps. The latest form of mercury vapor lamp on the Cooper-Hewitt system was designed to give instantaneous ignition without tilting, and the smaller quartz glass tube employed in the Kuch lamp was claimed to have the effect of giving increased efficiency to the mercury arc.

An interesting question arose in connection with lamps which permitted the passage of a large percentage of ultra violet rays, and it was doubtful if the physical effects of such rays had been sufficiently investigated. In the Euphos lamp these rays were absorbed. The Moore system of luminescent gases was an interesting development, the light being produced by a high voltage discharge through a tube containing either nitrogen or carbon dioxide. The difficulty had been to discover and to maintain automatically the particular vacuum required to give the best results. He believed that phosphorescent methods of illumination might eventually be employed. A very small quantity of radium would cause a substance to become phosphorescent after a time to become phosphorescent for a long period. He commended to electric lighting engineers the desirability of following American practice and working in conjunction with central station authorities for the general achievement of the industry.

Progress in Electrification.

The electrification of steam railroads is not advancing at the rate that the traveling public would like to see it, says the Boston Transcript, but it is making some progress. The consulting engineer of the Illinois Central at Chicago says the investigations have thus far been directed to the feasibility of the change. Now he is engaged in a study of various systems, in which is the best adapted to the local situation. The temper of the people of that city will not tolerate a long delay. They have swallowed train smoke until they are tired of it. In this section the prediction of Stephen D. Field of Stockbridge that in ten years the main lines of railroad in the United States will be electrified, is encouraging since if the main lines are electrified the suburban lines, which most need the remedy, are pretty sure to be.

Mr. Field is one of the pioneers of the trolley system and in the next decade he expects also to see the Berkshire and Naugatuck divisions of the New Haven road changed over to this motive power, which even in the driest season can be maintained by the falls of the Housatonic river at Falls Village, Conn. Should he prove a true prophet, that might solve the tangled problem that is so troubling the people of the western part of the state. If the New Haven electrifies all its service in that section it could hardly be prevented from extending its electric lines for the development of business, especially if it had the united co-operation of the citizens in such enterprises. Where needs are so palpable invention will ultimately find a way.

## Woman's Club of Holdrege and Its Busy Career

THE Holdrege Woman's club was organized in the fall of 1903. Miss Sadie Smith, now Mrs. Trail of Lincoln, was principal of the Holdrege High school, a lady of much culture and refinement, who having had experience in club work, knew even better than did the permanent residents of Holdrege the need of a woman's club and the benefits to be derived from such an organization. The Masonic hall was full of eager, earnest women who met in response to her call and fifty-two enrolled as charter members. It may be interesting to note that of the original fifty-two only twenty now reside in Holdrege and ten remain active members of the club.

From the beginning of its existence the Holdrege Woman's club has been a band of workers, not only for the individual benefit to be derived from study and friendly association, but for the real help that might be in all things pertaining to the growth and uplift of the community, having adopted for its motto: "I shall pass this way but once; therefore, if there be any good or lovely thing that I can do, let me do it now." The public schools have held the first and deepest interest of the club, "for the children of today are the citizens of tomorrow," and the proceeds of a Turner art exhibit were expended in pictures, one for each of the grade rooms and two for the high school room. These pictures are fine photogravures of paintings by recognized artists. The Woman's club has placed manual training in the grammar grades for one year and part of another. The members unitedly stand ready to continue the manual training whenever the school board shall deem it advisable and are holding a reserve fund for that purpose. The Woman's club has placed iron seats in the court house square for the comfort and convenience of the general public.

The club entertained the fifth district convention in 1907. Last year it was visited by two of the state officers, the state president, Mrs. Cole of Omaha, and the president of the art department, Mrs. Morey of Hastings.

Mrs. J. I. Rhea, the present treasurer of the club, is now vice president of the fifth district and is already in touch with

all the clubs of that district, and is arranging a program for the coming convention to be held in April at Minden.

The club meets every Saturday afternoon with the different members as hostesses. There are six departments: "Child Study," with Mrs. McMichael as president this year; "Art," with Mrs. A. H. Warren; "Literature," with Mrs. Julia Taft Bayne; "Domestic Science," with Mrs. J. A. Andrews; "Federation Study," with Mrs. W. H. Cowling; and "History," with Mrs. Maye Dunham. The present officers are Mrs. J. C. Shosson, president; Mrs. Frank Parsons, vice president; Catherine Helms, recording secretary; Mrs. Dunham, corresponding secretary; and Mrs. J. I. Rhea, treasurer. These officers, together with the department presidents, constitute the executive board.

At the tuberculosis exhibit during the winter, the Woman's club furnished two of the four programs and otherwise took a very active interest. The club with its seventy-five members is ever on the alert and stands ready to promote any enterprise that might be of either civic or educational advancement.

An Episode in Cleveland's Life.

THE story of why Grover Cleveland did not go to war is told by George F. Parker in McClure's Magazine. Mr. Cleveland had been criticized for his order for the return of the battle flag during the civil war, said to Mr. Parker:

"See how I am misjudged. It is charged in the press that I had no sympathy with the union armies. When the war came they were three men of fighting age in our family. We were poor, and mother and sisters depended on us for support. We were really contented and I abided by my duty to the helpless women. Later on I was drafted and borrowed \$1,000 to hire a substitute, and it took years of hard work to repay that loan. So of three men of fighting age, our family furnished three recruits for the union army, and I would have been a monster if I had had no sympathy with the cause for which my brothers were fighting and for which I had sacrificed."

## Gossip About Noted People

Climbing the Ladder of Success.

The election of Frank A. Vanderbilt as president of the National City bank of New York, recalls one of the most picturesque stories of persevering up-hill work ever related of a poor American boy. Thirty years ago, Vanderbilt was plodding away in a machine shop out west, at 75 cents a day. His father had just died in Indiana, leaving a widow and her family with nothing but a farm and a few hundred dollars. The farm could not be worked to advantage, so the young man took the place in the machine shop as the only means of supporting the family. He went at it like a Trojan, he still works that way—and, after a ten hour day, came home to plod a portion of the night over a short-hand test book.

After saving a little money, he took a year's course at the University of Illinois, and later, when serving as a newspaper reporter in Chicago, he supplemented this course by attending lectures at the University of Chicago. Most of his education, however, was acquired in the university of the wide, wide world, where hard knocks are the only athletics that the students are treated to.

Finally, young Vanderbilt became financial editor of the Chicago Tribune, and soon took rank as one of the best financial writers in the country. He bought a part interest in the Chicago Economist in 1891, and served as an associate editor of the journal until March 1, 1897, when Lyman J. Gage, who was then president of the First National bank of Chicago, was appointed secretary and treasurer. Mr. Gage asked Mr. Vanderbilt to go to Washington as his private secretary. This position he retained for only three months, after which he became assistant secretary of the treasury on June 1, 1897.

When Roosevelt Failed.

An Arkansian man related that when President Roosevelt was in the southwest on one of his bear hunting trips it was found that the dogs which had become sick on the train going down, would not hunt. The president and the members of his party were greatly put out and a search for good bear dogs was inaugurated. After the party had suffered a good deal of discouragement a native of the country brought in word that a negro who lived at the edge of a nearby clearing had some fine bear dogs, but it was said that there was no possibility of persuading him to loan them to anybody.

"He will lend them to me," said the president in his well known decisive manner, and, mounting his horse, he started for the clearing.

"I understand," said Mr. Roosevelt when he was met by the old colored man in front of his cabin, "you have some fine bear dogs."

"Yasir, yo' is shore right. Dem dawgs ob mine de best 'bar dawgs in dis whole billin' ob kentry."

"I wish," said the president, "to borrow them for a few days."

"Not much, boss. I nevah loans dem dawgs out to nobody nobow."

"But you evidently do not know who I am. I am Theodore Roosevelt, president of the United States."

"Ah, can't help dat, boss. Ah couldn't loan you dem bar dawgs of you was Booker T. Wash'n't'n heeef."



MEMBERSHIP OF THE HOLDREGE WOMEN'S CLUB.

Lincoln's Gettysburg Speech.

The usual stories about Lincoln's Gettysburg speech were told in some of the papers on the morning of his anniversary, most of them centering about the circumstance that few of the newspapers on the morning after published any report of Lincoln's address, though it was only 26 or 30 hundred words in length and although they gave full reports of Edward Everett's two hours' address. The late John Russell Young, says a writer in the New York Press, once explained this to me, and his explanation is worth repeating, if only because he was the representative of what is now the Associated Press and who reported the meeting. Mr. Young said that he made a shorthand report of the speech, but hesitated to put it on the wire because the tolls to Washington in those days were such as to give pause to a then feeble institution like the Associated Press. Moreover, note of the president's address appeared in appreciate length and with attention; it was so short and, as delivered in his high key-voice, so unimpressive after the big bow-wow of Mr. Everett. The latter's speech was printed in full, partly because the printed proofs of the speech were in the newspaper offices in advance and required no transmission by wire.