

# Portraiture Assemblage of Some Notable Nebraskans



L. H. LYLE,  
Mayor,  
Wahoo, Saunders County.



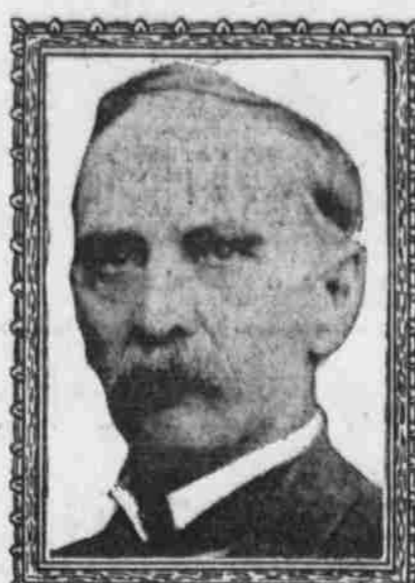
JOE F. BERGGREN,  
County Attorney,  
Wahoo, Saunders County.



S. D. MAUCK,  
Register of Deeds,  
Wahoo, Saunders County.



W. B. GRISWOLD,  
President Griswold Seed Co.,  
Lincoln, Lancaster County.



F. P. VAN WICKLE,  
Mayor,  
York, York County.



F. J. SHARP,  
Mayor,  
Aurora, Hamilton County.



A. E. TALBOT,  
Head Consul Modern Woodmen of America,  
Lincoln, Lancaster County.



GEORGE F. WASHBURN,  
County Judge,  
Aurora, Hamilton County.



ARTHUR G. WRAY,  
County Judge,  
York, York County.



JOHN FRIDAY,  
Mayor,  
Norfolk, Madison County.



W. R. BROOKS,  
Wholesale Coal,  
Lincoln, Lancaster County.



HARRY D. REED,  
Abstract of Titles—Ex-County Assessor,  
Omaha, Douglas County.



WILLIAM F. SCHWIND,  
Real Estate,  
Lincoln, Lancaster County.



JOHN G. MAHER,  
Real Estate,  
Lincoln, Lancaster County.



EBEN K. LONG,  
Justice of the Peace,  
Omaha, Douglas County.



OTTO ZUELOW,  
Postmaster,  
Schuyler, Colfax County.



M. J. HOLLAND,  
County Clerk,  
David City, Butler County.



W. E. SHARP,  
President Royal Highlanders and Lincoln  
Traction Company,  
Lincoln, Lancaster County.



COLONEL C. J. BILLS,  
Banker,  
Lincoln, Lancaster County.



W. G. URE,  
Real Estate—Former County Commissioner,  
Omaha, Douglas County.



THOMAS WOLFE,  
Mayor,  
David City, Butler County.



GEORGE C. COCKRELL,  
Justice of the Peace,  
Omaha, Douglas County.



WILLIAM W. EASTMAN,  
Justice of the Peace,  
Omaha, Douglas County.



WILLIAM ALSTADT,  
Justice of the Peace,  
Omaha, Douglas County.



EDWARD LEEDER,  
Justice of the Peace,  
Omaha, Douglas County.

## COUNCIL BLUFFS THEN AND NOW--Our Sister City at

### the Time When The Bee First Saw It

Council Bluffs in 1871! To thousands the very figures suggest a past so long buried that its memories are traditions. But to the old residents, men who are still active and prominent in business circles, that date recalls stirring times. In those days Council Bluffs was just casting off her juvenile clothes. She was a great, straggling village, just merging into cityhood, with a population variously estimated at from 8,000 to 12,000, with elements as cosmopolitan as could be found anywhere in the awakening west. The reaction following the close of the war had but fairly set in, and to this was added the stimulus of the opening of railroads, east, west, north and south. Men dreamed of future greatness, as naturally as they ate and slept. The town was beginning to look with maternal pride upon her first born, the growing, sturdy, healthy son she named Omaha, whose stature already exceeded that of his mother, and who had become too big to spank when he showed a disposition to become wayward and self-willed. The streets were irregular, with a beaten wagon track in the center and a rank growth of weeds on either side. Low-roofed, one-story, square-fronted wooden buildings were the business houses. Few of the brick structures that were looked upon as pretensions in those days are in existence today.

#### Changes in Topography.

The topography of the city in those days was greatly different from what it is today. The river made a broad sweep and washed the hills on the Iowa side south of town, and where Lake Manawa is today was then located one of the principal steamboat landings. West of town the channel was nearly a mile nearer than it is today, and people crossing to Omaha on hot June days were compelled to traverse nearly three-quarters of a mile of blinding sands after they left the ferry before they reached the eastern limits of the Nebraska metropolis. On the Iowa side between the river and the town of Council Bluffs there were three miles of rich prairie land covered with rank vegetation bisected by a single dusty roadway just wide enough to permit the passage of the heavy freight teams. The terminus of this road was the

Union Pacific steam ferry, which was looked upon with pride by both towns as a great piece of engineering work and energy. The landing was piled and planked, and a railway track ran out upon a movable apron which dropped to the deck of a big steam ferry-boat of such dimensions that a whole railway passenger and freight train could be ferried across the river at one trip. The general grade of the town was much lower than today. The nearly perpendicular hills extended down to Fourth street nearly its entire distance, and in some places almost to Main street. Now the millions of cubic yards of earth they contained is spread out over the bottoms, raising the grade in some localities nearly eleven feet. Indian creek was then a stream that was looked upon with favor. It found its outlet somewhere in the northwest, and its waters had been used to turn the creaking wheels of a flour mill.

#### Men Then in Control.

In 1871 the city government consisted of the mayor and twelve aldermen. D. C. Bloomer was mayor and H. H. Field, H. P. Warren, George F. Smith, W. S. Quick, Thomas Tostevin, J. P. Casady, J. P. Williams, J. E. Rudd, E. L. Shugart, W. H. M. Fusey and James Fenlon were aldermen; F. A. Burke was recorder, W. H. Robinson assessor, J. R. Reed city attorney, B. A. Burghart marshal, William Groneweg treasurer and L. P. Judson city engineer.

There were six ward school houses. The High school on the hill was just receiving its finishing touches, and the people were congratulating themselves that with the expenditure of \$45,000 they had

the credit of having a \$60,000 building, "a noble structure, that was like a lamp on a hill," as one Fourth of July orator characterized it.

There were nine churches, the Catholic church on Main street, with the venerable Father McMonomy in charge; the German Evangelical on Upper Broadway, St. Paul's Episcopal, Pearl street; the First Methodist at its present location on Broadway, and the Second Methodist, vaguely described as being "in a house on Pearl street, east of the public square," the Baptist at Willow and Marcy streets, and the Congregational on the corner of Wall and Center streets. Within twenty-five years the names of even the streets have perished with the old buildings that were then looked upon with pride as temples of worship.

The roster of business firms shows many changes. The full list then comprised the names of John Berensheim & Co., Forman & Beno, Dowling & Mulqueen, John Brock, David Beers, Burget & Laing, Mrs. Brock & Co., J. B. Stutman & Co., Hays & Gleason, O. A. Smith, C. J. Beckman, G. W. McGee, Weise & Clausen, J. N. Hall, I. Oberfelder, Stewart & Haas, Steele & Johnson, John S. Bradley, Larrimer & Whitney, H. L. Henry, Scott & Miller, N. John, Metcalf Bros., C. E. Haggerty, George F. Smith, J. H. Warren & Co., J. L. Lewis & Co., David Gray, J. B. Rue & Co., J. L. Walker, T. J. Hurford, M. E. Smith, John Vinacke & Co., C. B. Brooks & Co., W. S. Quick & Son, Johnson & Gould, Bernard Elsemann, P. C. DeVol, Sol Bloom, E. H. Ryan, A. Doughty, J. M. Phillips, A. Slyter, G. T. Epeneter, R. P. Snow, John Bennet and A. B. Cacy. The business of these people covered the

handling of everything under the sun. Side meat and millinery were sold over the same counter.

In those days the fire department was the pride of the city. It consisted of two steamers, a hand engine and a hook and ladder company. It was a highly efficient volunteer department. The Phoenix Hook and Ladder company still maintains its organization for social and benevolent purposes.

#### Transportation Facilities.

The railroads that reached the city then were the Northwestern, Rock Island, the Union Pacific, the Kansas City, St. Joseph & Council Bluffs and the Chicago, Burlington & Quincy. Council Bluffs was then the great railway center of the west, but the great expectations raised by the advent of so many roads had not been fully realized, and the people were seeking relief from the high freight rates by renewing the agitation for steamboat and barge lines to St. Louis. A great meeting was held in the beginning of the year with representatives from all adjoining states. St. Louis joined most heartily in the scheme, but the project failed. The hottest subjects for public discussion was the Union Pacific bridge question, which led to the final litigation that compelled the Union Pacific to construct and operate its bridge as a continuous part of its line. The question of public parks was also receiving attention. Bayliss park, which had previously been known as the public square, had been dignified by the name of Central park, but it was carefully protected from the incursions of the public by a high plank fence. In June, 1871, it occurred to "Pro Bono Publico," "Justicia" and other public-spirited

citizens, who made their appeals in the newspapers, that "stiles or gates" should be constructed at the corners of the inclosure for the purpose of permitting citizens to enter the place and enjoy the shade. The name of A. C. Graham, the father of Council Bluffs' splendid park system, is found most frequently mentioned in connection with appeals for public parks and park privileges. Fairmont and Big Lake were then in his mind as possible locations for public parks.

#### CARTHUSIAN MONKS.

The silent courts, where night and day  
Into their stone-carved basins cold  
The splashing icy fountains play—  
The humid corridors behold  
Where, ghost-like in the deepening night,  
Cowed forms brush by in gleaming white.

The chapel, where no organ's peal  
Invests the stern and naked prayer,  
With penitential airs they kneel  
And wrestle; rising then, with bare  
And white uplifted faces stand,  
Passing the host from hand to hand:

Each takes, and then his visage wan  
Is buried in his cowl once more,  
The cells!—the suffering Son of Man  
Upon the wall,—the knee-worn floor,  
And where they sleep, that wooden bed  
Which shall their coffin be, when dead!

The library, where tract and tome  
Not to feel priestly pride are there,  
To hymn the conquering pride of Rome,  
Nor yet to amuse, as ours are,—  
Their print of souls the inner strife,  
Their drops of blood, their death in life!

The garden, overgrown, yet wild,  
See, fragrant herbs are flowering there,  
Strong children of the alpine wild  
Whose culture is the brothers' care;  
Of human tasks their only one,  
And cheerful works beneath the sun.

—Matthew Arnold

