

W. T. Stead's Efforts to Bridge Life and Death Told by His Daughter

Interesting and Intimate Details of the Beliefs and Spiritual Experiments of the Great Journalist Who Lost His Life on the Titanic.

WILLIAM T. STEAD is a name that is peculiarly familiar to readers of this newspaper. The greatest militant journalist of modern times...

from Mr. Stead. In the last paragraph of her book Miss Stead writes: "Three weeks after his passing he came to the Upper Room in the Inner Sanctuary of Julia's Bureau..."

explain what might be, what light is, what flight is, wherein lies the joy of love." But of Mr. Stead's systematic and well-guarded efforts to prove the possibility of thought transference between persons separated by a considerable distance, she writes candidly:



The Late Wm. T. Stead.



The Card Sent from Holloway Jail by Wm. T. Stead During His Imprisonment for His Crusade Against Immorality in London. From "W. T. Stead, Personal and Spiritual Reminiscences."

"My father with Oliver Cromwell's pistol, a statue of General Gordon, and a copy of 'The Imitation of Thomas a Kempis given him by Gordon.' (Illustration from Miss Stead's Book, 'W. T. Stead, Personal and Spiritual Reminiscences.')"

of the perfect manhood of Christ Jesus cries out for help to realize that in childhood, which is their brilliant in Christ, with earnestness and emphasis, proportioned to his remoteness from the ideal (Lowell's 'A Parable,' last verse), Men make Christ's image into paupers and prostitutes.

PIONEER TIMES IN OMAHA

Moving Pictures of Men and Women Who Built the City.

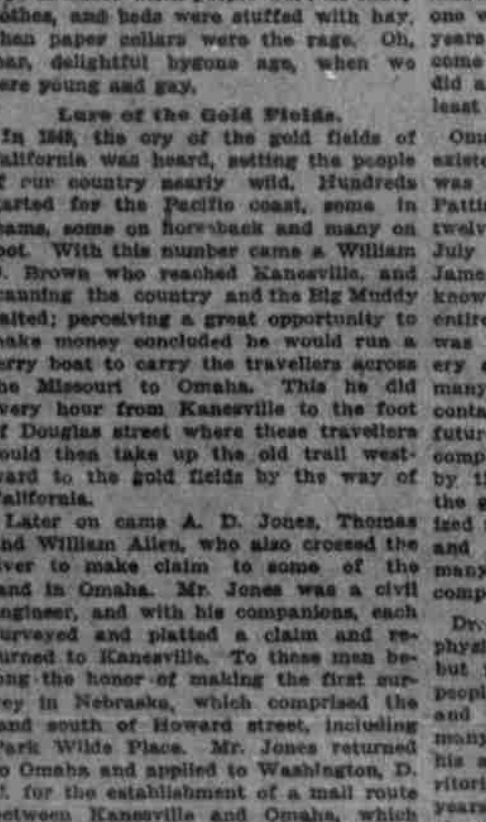
SIMPLE LIFE OF OTHER DAYS

Recollections of Pioneering Scenes and Events Which Mark the Upbuilding of Nebraska's Metropolis.

By MRS. THOMAS CORMACK. Address delivered at the annual reunion of the Douglas County Pioneers' association in Omaha, February 24.

It is difficult to make up some of the reminiscences of pioneer days in our city and state, being there is such a vast and varied multitude of interesting events to enumerate that I scarce know where to begin. But I will try and relate what I can remember of what I have seen and heard and will attempt to play author to the little group of friends before me, with many of whom I have been companion and associate for the last half century or more.

ONE OF OMAHA'S FINE PIONEER WOMEN.



Mrs. Thomas Cormack

Mr. Snowden built the fourth house, another log cabin on a lot given to him by the ferry company. It was located on Tenth street south of Howard street. This was the first private dwelling and Mr. and Mrs. Snowden moved into it after a residence of three months in the St. Nicholas hotel. The event was celebrated with a house warming and the first dance of Omaha was given on this occasion.

THE FERRY COMPANY.

The pride of our town was the new brick state house erected on Ninth street between Douglas and Farnam streets. It was two stories with hall and stairway in the center. The first territorial legislature ever convened in Nebraska met in this building January 15, 1855. And thereafter meetings of all kinds, religious, business and social, were held there till it was torn down some years later.

THE FERRY COMPANY.

In 1857 a Mrs. Smith came here and opened a little school in the basement of the First Congregational church on Douglas, west of sixteenth street, which closed after a year. Those who could afford it had tutors or a governess to instruct their children. This was the better way on account of the scattered homes and rough condition of the roads, which made it difficult for children to get about. In 1860, the town being mostly composed of wooden buildings hastily and rudely erected, the danger of fire was imminent, and many fires occurred. It is a singular fact the first building burnt in Omaha stood on the Paxton hotel site where years after the Grand Central hotel was burned. It was a small building occupied as a grocery store. To avert further loss, the Pioneer Hook and Ladder company was organized by the young business men of the town, many of whom served as volunteers. It was composed of Andrew J. Simpson, Frank Murphy, Richard McCormick, W. J. Kenney, Henry Fundt, James Donnelly and Henry Taggart. These were our first fire fighters, seven of the bravest men that ever fought a fire, and I believe that Andy Simpson is now the only surviving member. This company is now Company 1 of the Omaha Fire department. Mr. Simpson agreed to provide the ladders, hooks and carriage. The woods north of the city furnished the saplings from which the ladders were made by Mr. Simpson who was a carriage maker, and in two weeks these pioneers were the possessors of the first apparatus for fire fighting in the territory of Nebraska. Later on, he was commissioned by the city council to go to Davenport, Ia., and purchase a fire engine. This he did, and it was christened the "Fire King." I can well remember, though a child at that time, that it required the combined efforts of twenty or more men to pull it through

THE FERRY COMPANY.

the streets, and out of the mud during a fire. For a long time only one string of horse was available. The water was furnished from cisterns built in the center of the streets.

FIRST TELEGRAPH.

Another important event of 1859 was the completion of the first telegraph line into Omaha by way of St. Louis. This line was built by the late Edward Creighton, who won a fortune and national reputation in building the first telegraph line to the Pacific coast. While engaged in this business he went by stage coach to Salt Lake City where he succeeded in interesting Brigham Young in the project, and from Salt Lake City to Sacramento, Cal., he traveled over the mountains, through the forests and wilderness on horseback. Imagine, if you can, the perils and hardships he encountered on that trip in early days. He succeeded, however, and returned to Omaha and engaged in the banking business and other enterprises, and was one of our most prominent men till his death. His wife gave \$20,000 to begin Creighton college as his memorial. This bequest was in accordance with the wish often expressed by him during his life that it should bear his name.

THE FIRST SCHOOL.

Francis Burt was our first territorial governor, and Jesse Lowe was elected March 2, 1857, Omaha's first mayor, both stalwart democrats of the old state. The political climate has changed from time to time, and the democrats are again, with John H. Moreshead governor of the state, and J. C. Dahlgren, mayor of the city of Omaha, in control. What the future politics of our city and state will be is hard to predict, but I am sure whatever be its party, it will be on the line of progression. My friends, have you ever stopped to realize how strictly up-to-date and thoroughly modernized everything and everybody is becoming even to the man folk. They are getting out "votes for women." Just ask Uncle Joe Redman, Billy Kierstead, Fred Dellone, Martin Dunham, or August Lockner and they can tell you all about it, and if they only would they could tell you many interesting political stories of the early days.

UPBUILDING FORCE.

If we were asked to name the principal thing responsible for the wonderful growth of our city and state many might answer that it was the Union Pacific railway that exerted the greatest influence toward the upbuilding of the same, but let me add that it was the press and the study pioneers who made possible that grand enterprise. Fifty years ago ground was broken for the beginning of this great railway, and the scene of this event was near the river not far from the Burt street water station. Word was received from New York that President Lincoln had selected Omaha as the initial point of the great project. A. J. Hanson was selected as

CHAIRMAN OF A COMMITTEE OF CITIZENS TO QUICKLY ARRANGE A PROGRAM WHICH WAS CARRIED OUT THE NEXT AFTERNOON FOLLOWING THE GLAD TIDINGS.

Alvin Saunders, George Francis Train and B. J. Kennedy spoke. The honor of removing the first mother earth belongs to Governor Alvin Saunders, B. E. B. Kennedy, mayor of Omaha, and George Francis Train, which was a token that the commencement of the first railroad in Omaha had begun. Forty-four years ago the golden spike was driven with the words: "The Promontory Point, Utah, the western terminus of the Union Pacific railway, marking the completion of the road. Officials and employes alike observed the anniversary. The driving of the golden spike was celebrated with great noise and demonstration on the 10th of May, 1869, a salute of a hundred guns was fired from Capitol Hill and bells and steam whistles added to the din. There was a grand parade in which all who were able marched. High mass was celebrated in Catholic churches and all other churches offered prayer. This event was celebrated in like manner in New York, Chicago, Philadelphia and San Francisco.

EARLY SCHOOLS.

The first public school built in Omaha was a two-room building in the year 1853, on the site now known as the square. It was there I first learned my A B C's. It was supervised by Mr. and Mrs. Lyman E. Hutchinson, principal and assistant teacher, respectively. I am sure there are many here today who can with me recall pleasant memories of this dear old school and it is a fact, too, that within the walls of this rude building were planted the seeds of learning from which grew the men and women who have been and are today the progressive workers of our city and state. Many of us can look back with pride and satisfaction that we were members of that little brown school house. In 1879 a four-room brick school was built on Pacific between Ninth and Tenth streets, which was well attended by the older and more advanced pupils from all parts of the city. From this school in the year 1871 and under the careful guidance and training of Principal Lyman E. Hutchinson and Hattie McKim (now Mrs. Hanson) the first class entered the Omaha High school, which was a rented room in the Wright building, southeast corner of Sixteenth and Chicago streets. The central High school was erected on the site of the old Capitol building, which had been torn down, and in 1872 was ready for occupancy. and the classes under the high school instructors, John H. Kellom, S. D. Beale and Ralph E. Gaylord transferred to the new building. For us joy knew no bounds. We were the observed of all observers, so we sallied forth in our innocent glow determined to win laurels, which fact can be best proven by the multitude of people who on the evening of June 26, 1875, turned out to do honor to the first graduating class of the state of Nebraska. It was with one exception (that of the completion of the Union Pacific railway, the greatest event in the history of our city. Parents, relatives