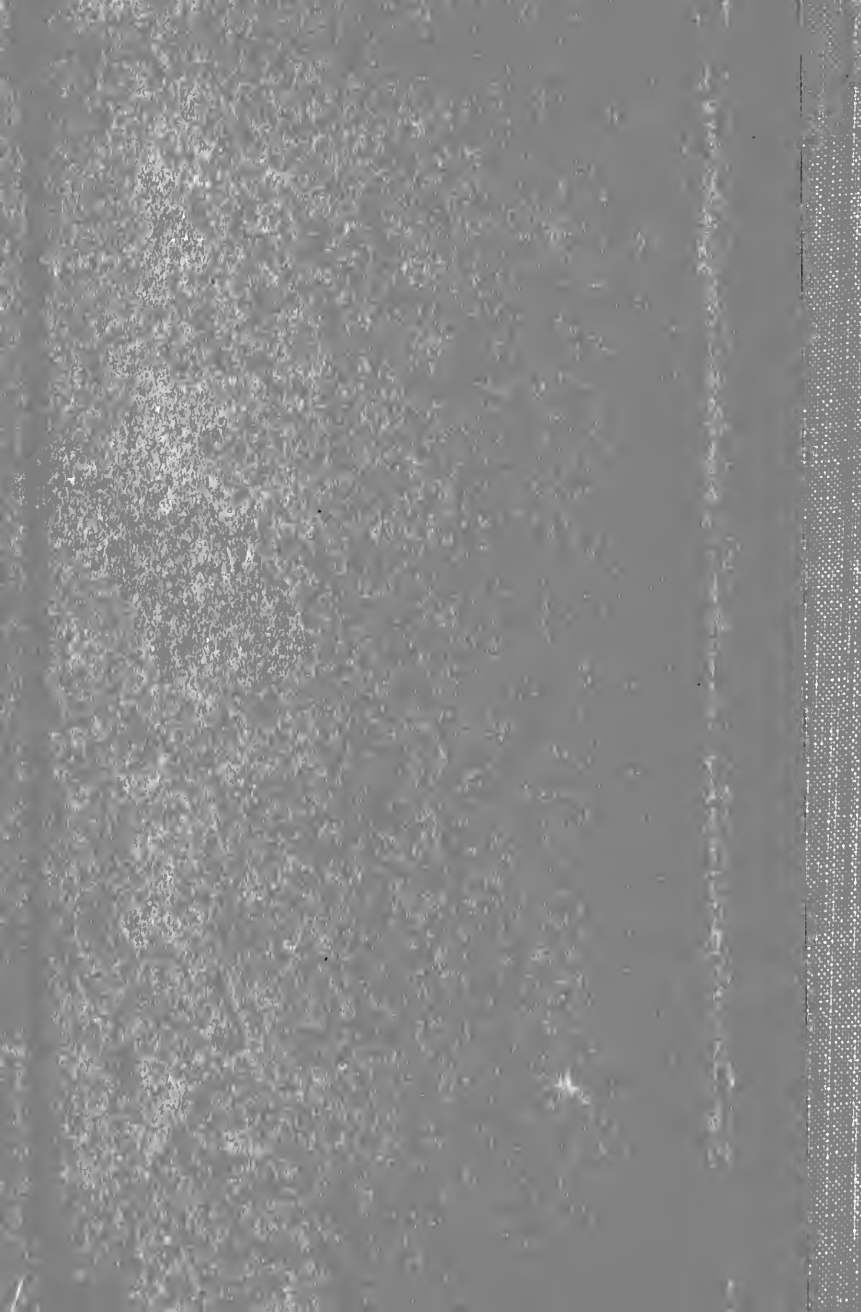


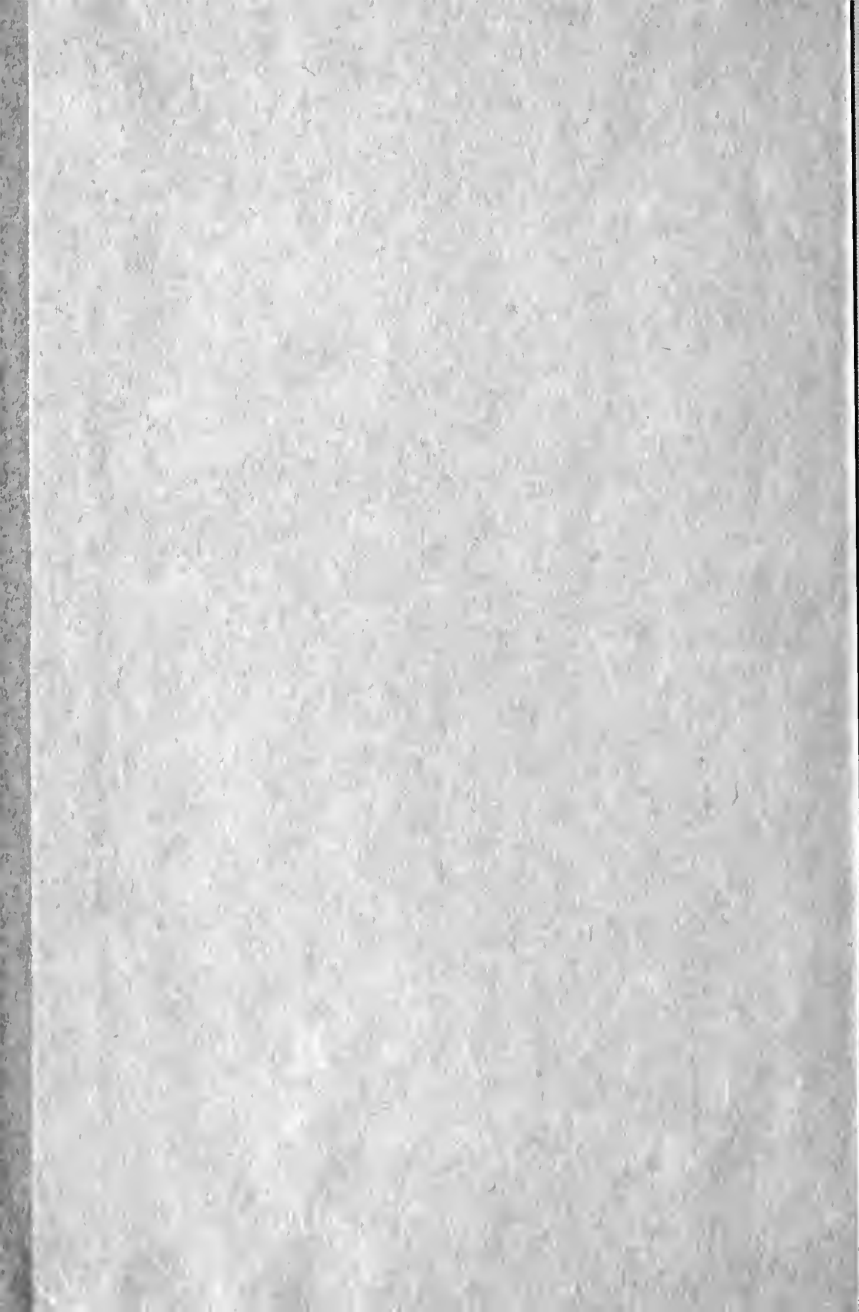
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AMERICA.

National Hymn.

My country, 'tis of thee,
Sweet land of liberty,
Of thee I sing;
Land where my fathers died,
Land of the pilgrim's pride,
From every mountain side
Let freedom ring.

My native country, thee,
Land of the noble free,
Thy name I love:
I love thy rocks and rills,
Thy woods and templed hills;
My heart with rapture thrills,
Like that above.

Let music swell the breeze,
And ring from all the trees:
Sweet freedom's song;
Let mortal tongues awake;
Let all that breathe partake;
Let rocks their silence break,—
The sound prolong.

Our fathers' God, to thee,
Author of liberty,
To thee we sing;
Long may our land be bright
With freedom's holy light;
Protect us by thy might
Great God, our King.

FIRST LESSON.

CORONADO'S VISIT TO NEBRASKA.

When Columbus sailed back to Spain, in 1492, and told of the wonderful country he had discovered, men were at first surprised and then anxious to see it for themselves. Spain, France and England were rich and populous countries and one after another fitted out expeditions to explore the new world.

These expeditions were placed in charge of brave soldiers who, upon landing, at once claimed possession of the land in the name of the King.

The English voyagers laid claim to the middle portion of the Atlantic coast while the French sailors landed further north. These colonies kept increasing in numbers and gradually pushed their settlements west. The French colonists moved toward the southwest and northwest while the Spaniards sailed to both sides of the new continent, some landing on the eastern shore in what is now Florida, while others reached the west shore of Mexico.

William H. Prescott, in his charming book "The Conquest of Mexico," has told us what the Spaniards did to those unhappy nations.

The Mexicans were a simple, peaceable and superstitious nation who believed the Spanish leader Cortez to be their ancient Emperor returned from the dead to rule over them once more.

When they found that the Spanish were merely mortal, like themselves, they resisted the invasion bravely for a long time.

Nearly fifty years after Columbus landed an Indian told a Spanish commander, Coronado, that far to the northeast was the wonderful kingdom of the Quivera. In that land there was a river seven miles wide, in which were fishes as large as horses.

The people living in the cities on the banks of this wonderful river were so rich that their commonest dishes were made of silver while the bowls and plates were of fine gold.

Coronado started in search of this country with a band of three hundred soldiers, taking the Indian as his guide.

For three months they marched over the western plains till they reached the 49th parallel of latitude. This, you know, is the southern boundary of what is now Nebraska.

Just when they crossed this parallel and how much further north they came no one knows. Coronado could not find his wonderful country and becoming suspicious accused his Indian guide of having deceived him.

The Indian boldly acknowledged that he had; the Spanish explorers were very cruel to the people they met and this Indian had purposely led them away to rid his friends of their hated presence.

Coronado hung the poor fellow and gave up his search in despair.

After resting twenty-five days the Spanish soldiers marched back south to their friends in Mexico. From the time they left till 1673, or more than one hundred years, no white man visited Nebraska.

While Coronado's soldiers were encamped in our State, however, they saw herds of strange wild beasts, which were utterly unlike anything they had seen before. Can you tell, from the following description, which one of these soldiers wrote, what animal it was?

“They are as large as our oxen but their horns are not so great. They have a great bunch upon their fore shoulders and more hair upon their fore part than upon the hinder part and it is like wool. They have, as it were, a horse mane upon their back bone and much hair and very long from their knees down. They have great tufts of hair hanging down from their foreheads and it seemeth that they have beards because of the great store of hair hanging down at their chins and throats. In some respects they resemble the lion and in some others the camel. They push with their horns, they run, they overtake and kill a horse when they are in their rage and anger. Finally, it is a foul and fierce beast of countenance and form of body. The horses fled from them either because of their deformed shape or else because they had never seen them. Their masters have no other riches nor substance; of them they eat, they drink, they apparel, they shoe themselves; and

of their hides they make many things as houses, shoes, apparel and ropes. To be short they make so many things of them as they have need of or as many as suffice them in the use of this life.”

SECOND LESSON.

PURCHASE OF NEBRASKA.

While the Spanish were exploring Mexico, and the English the Atlantic coast, the French were pouring into what is now Canada. Little by little they made their way westward, crossed the Great Lakes and explored the northern forests. Finally, a party of Frenchmen, hoping to find the South Sea, floated down the Mississippi in canoes.

The Mississippi is a broad, peaceful river, as blue as the sky. In one of these canoes a brave and pious young missionary priest, named Father Marquette, was seated, and of his voyage he writes:

“As we were discoursing, sailing quietly down a still, clear water, we heard the noise of a rapid, into which we were about to plunge. I have never seen anything more frightful; a mass of large trees, with roots and branches forming real floating islands, came rushing from the mouth of the river Pekitanoui with such impetuosity that we could not venture across without serious risk. The agitation was so great that the water was all muddy and could not get clear.”

So you see that the Missouri, which Father Marquette called Pekitanoui, was about the same kind of a river two hundred years ago that it is to-day. The Indians described the river and the land to the west of it to Father Marquette, and he made a map of it. This map he brought back to Montreal, where, for a long time it was lost, and only a few years ago was found again in St. Mary's College, securely hidden in the drawer of an old desk.

On this map is drawn the territory which now forms Nebraska, and it also has the names of the Indian tribes living about here, as Panas, Mahas, etc., which are now called Pawnees and Omahas.

The good priest says he hopes God will grant him health, in order to publish the gospel to all the nations of this new world, who have so long been plunged in heathen darkness. His wish was not granted, however, and he, too, passed away, and again for many years this region was the home only of the Indian, and the wild beast.

Meanwhile, the English settlers, on the Atlantic coast, were becoming very angry at the way England, their mother country, was treating them, and, finally, in 1775, the Revolutionary War was begun. After a hard struggle for about eight years, America became independent. George Washington had led the armies to victory, and his grateful, and admiring countrymen elected him the first President.

We then became known as the United States, which included all the land south of the St. Lawrence, and east of the Mississippi. West of the Mississippi, the land was claimed by France, and all that immense tract of country was called the Louisiana Territory after the French king, Louis.

Washington was President for eight years, and then John Adams was President four years. In 1801, Thomas Jefferson, who is called the Apostle of Democracy, was elected the third President. About this same time, the great Napoleon was fighting the English people with great fury, and wars cost immense sums of money. To raise this to carry on his war, Napoleon sold to Jefferson the Louisiana Territory, for \$15,000,000. This purchase included the land from the Mississippi River, on the east, to the Rocky Mountains, on the west, and from the Gulf of Mexico, on the south, to the Forty-ninth parallel, on the north.

Both Napoleon and Jefferson were greatly pleased over this immense sale of real estate. Napoleon said that now he had given England a foe, who would some day conquer her, and rule the seas.

Jefferson at once organized an expedition to explore his wonderful purchase, and gave the command to Captain Lewis and Captain Clark, two brave, young officers, of the United States Army.

THIRD LESSON.

TRADITION OF THE OMAHAS.

In 1803, these officers started west with a party of thirty-five men, well armed, and supplied with three boats. They struggled through the deep forests, carrying their boats across the grassy prairies, and sandy plains, to where the Missouri empties into the Mississippi. There they began a long voyage, rowing their boats by day, and camping on the banks of the river by night, till July 27, 1804, when they reached the place where Omaha now stands. This voyage occupied a long time, and President Jefferson meanwhile appointed General Wilkinson, Governor of the Territory of Louisiana, and Superintendent of Indian Affairs. General Wilkinson sent a letter to Wash-com-ma-nii, who is the first Omaha chief known. His reply is still preserved. Lewis and Clark did not stay long in this vicinity. They kept a journal of their voyage, which is very interesting to read. You can obtain a copy of it in the Public Library.

The United States were growing very rapidly, and the trade in furs was, perhaps, their most profitable industry. To buy furs from the Indian hunters, trading posts were established by the American Fur Company, each post locating a little further west. Following the trading posts came the settlers, driving slowly and with great trouble and suffering, the Indian Nations before them.

Nebraska is too beautiful a country to be left unnoticed very long, and the traders, and hunters, sent word back to their friends to come and see for themselves.

The churches in the east sent missionaries to carry on the work which Father Marquette began.

The Indians told the missionaries many interesting legends of their tribes, one of which gives us the meaning of the word Omaha. The tradition of the Omaha tribe is, that they were once living in a destitute condition, at the mouth of the Missouri, when, by accident, some one of them found an ear of corn in a mole hill, the kernels of which they divided among the different families. From that time they have cultivated corn. When they sold that land to the United States, they moved westward. Part of the tribe located on the west bank of the Missouri, and called the settlement Ero-ma-ha, meaning upon, or above all others, on a stream. Nebraska is an Omaha word, meaning broad. Here the Mahas remained for many years. A group of mounds in that part of the town, which is now bounded on the south by Farnam street, west by Eleventh street, and north and east by the river bottoms, showed to early travelers where they buried their dead.

The whites pushed rapidly westward, and finally a flourishing town was established on the east bank of the Missouri, and called Kaneshville at first, but later, named Council Bluffs.

Here, for a time, the people paused; the west side of the river was Indian territory, and they could not cross to take possession of that land. Many came over to trade with the Indians, and to hunt, for the plains were then covered with buffaloes, who used to come rushing over the ground we now live on, down to the river to drink. Finally, in 1854, fifty years after Lewis and Clark sailed past here, the Indians ceded these regions to the United States, and the country from the fortieth parallel and the Rocky Mountains to Canada, on the north, was named Nebraska Territory.

FOURTH LESSON.

THE LONE TREE FERRY.

Long before the Indians ceded this land, however, white people had begun to locate here, drawn thither by various causes. In 1845 Illinois forced the Mormons to give up their property in that State and leave. They crossed the Mississippi into Iowa and lived for a time in the town which we call Council Bluffs, but which they called Kanessville, after Colonel Kane, a prominent Mormon leader. During the winter of 1845-46 fifteen thousand Mormons crossed the Missouri and located at Florence, six miles north of Omaha.

Here they built homes for themselves and in the Spring planted grain in the fields and vegetables in their gardens.

But the Indians complained to their agent that the Mormons were cutting too much timber so they were ordered off the Indian lands. Some of them returned to Kaneshville and waited there till their leaders, who were pushing further west, sent for all to come to Salt Lake City. It was a very hard time for these people and their sufferings were great.

Their houses were poor and thin, many of them being only dugouts; fuel and food were scarce and that winter was a terribly severe one. Hundreds of Mormons died in those "Winter quarters" at Florence.

In 1849 the discovery of gold in California set the people of this country in general and the people of the west in particular nearly crazy.

Crowds of people started for the Pacific coast, some with teams, some on horseback and some actually on foot, drawing hand carts. Among those who started was William D. Brown, a young and energetic citizen of Iowa. When Mr. Brown reached Kaneshville he perceived that there was money to be made by the man who could run a ferry to carry the travelers anxious to cross the "Big Muddy." He at once obtained a charter from the County Commissioners in Iowa and started in business.

This first ferry boat was a flat bottomed boat, rowed with oars, which starting from Kaneshville every hour, came over to a solitary tree which stood near what is now the foot of Douglas street. From this landing place it was

called the "Lone Tree Ferry." Mr. Brown found this business profitable and while superintending it frequently came over the river with parties of men. It is a well known fact that large cities are usually located on the west bank of rivers and these men soon became convinced that there would some day be a city here. Meanwhile crowds of people from the east were pouring into Kanessville; many crossed the ferry and proceeded west by the old trail on what we call Cuming street.

Others crossed the Missouri south of here following another trail, the two routes finally uniting further west on the south bank of the Platte. The Union Pacific railroad runs most of its way west by this old wagon route, strewn with the bones of those unfortunate ones who succumbed to the hardships of pioneer life before reaching the land of gold.

After the "Lone Tree Ferry" had been running about a year business had increased so much that greater accommodations were necessary and accordingly the Council Bluffs and Nebraska Ferry Company was organized.

You will notice Council Bluffs has outgrown its early name of Kanessville. It wished to be known hereafter as a city instead of a village. The Council Bluffs and Nebraska Ferry Company bought a small steamboat in Cincinnati which, after a long trip down the Ohio to St. Louis and from there up the Missouri to Council Bluffs, finally began carrying the travelers back

and forth till the Union Pacific Bridge was completed, in 1873.

FIFTH LESSON.

THE SURVEY.

When the people of Kanessville saw how rapidly their town was growing they became ambitious to be known as a city; so they sent east for a young surveyor, by the name of A. D. Jones, to come and help them plan their town anew. Further down the river was a trading post called Council Bluffs and many travelers crossed the river there. It was proposed to have the mail then sent to this little trading post, sent instead to Kanessville, so the people helped themselves to the name of Council Bluffs, and the poor trading post and Kanessville faded away into only a memory.

While Mr. Jones was living in Council Bluffs he frequently came over the river to this place, and he at length became convinced that this country would soon be given up by the Indians; with one or two other men, he resolved to try to get a claim to some of this land. Suppose we listen to what Mr. Jones himself says of the way in which this resolve was carried out:

“It was in November, 1853, that I came to the conclusion it was time to make a strike on the Nebraska side of the river,” says Mr. Jones, in “Sorenson’s History of Omaha,” and I accordingly made a proposition to Thomas and

William Allen to cross the river and take up some claims. The Allens were sub-contractors in the construction of the grade for the Council Bluffs and Nebraska Ferry Company.

They agreed with me, and procuring a scow from W. D. Brown, we made the trip. The boat leaked and while one rowed and one steered, the other had all he could do to keep the water bailed out." They finally came safely across, landing about where Boyd's packing house now stands: Mr. Jones proceeds:

"We camped out that night and early the next morning we started to mark out our claims. With a hatchet I blazed a corner tree near our camp and stamped the initials of my name therein with a survey marking iron. I then blazed lines north to the point now occupied by Herman Kountze's residence, thence south to C. F. Goodman's place which I wished to include in my claim as it was a very prominent location. I next marked a corner on the ridge east of Tenth street, and thence proceeded eastward, blazing live trees until I reached a deep ravine heavily timbered with tall trees. I gave the name of Purgatory to the valley, by which name it was long known. In the lower end of the ravine I discovered a bed of excellent building stone of lime formation. Upon regaining the plateau I located my fourth corner, and marked a line along the margin of the plateau to the place of beginning.

The next step was to lay my claim foundations,

which was regularly done, in compliance with all the requisites for making a good and valid claim according to the laws and customs among squatters in other new sections of the public domain. Meantime the Allens each marked out a claim, after which we returned to Council Bluffs. I claim that this was probably the first survey ever made in Douglas County."

This was doubtless a very pleasant days work for Mr. Jones and his friends, but it did not please the Indian owners of the land quite so well. Again they complained to their agent and the agent ordered Mr. Jones to vacate the land he had named Park Wilde. In Washington, and in fact throughout the entire land, great interest was felt in these western regions. By the time the Indians were ready to trade, Mr. Jones had an application in Washington for a post office to be located here.

The trade was no sooner made than a letter, dated May 6, 1854, was sent notifying Mr. Jones that he was appointed postmaster. This was the first letter ever directed to Omaha City. The Post Office Department in Washington instructed Mr. Jones to employ a mail carrier and pay him out of the proceeds of the office, but there were no people here and consequently no proceeds to pay a mail carrier. The letters arriving were few and Mr. Jones carried them around with him in his hat. So you see he was not only our first postmaster but our first mail carrier as well.

SIXTH LESSON.

THE PICNIC.

As soon as the trade with the Omaha Indians was entirely settled, which was in the Spring of 1854, the Ferry Company pre-empted a town site of 320 acres and employed Mr. Jones to survey the town, which they proposed to call Omaha City. Mr. Jones, with a gentleman by the name of Downs, came over the river again and proceeded to lay out a town of 320 blocks each being 264 feet square, which they expected would extend from the South Omaha Creek to the North Omaha Creek.

When the Indians lived on the banks of these creeks the Omaha tribe lived by the south one and called it the Omaha Creek. The Otoes lived by the North Creek which they called Otoe Creek. These creeks were very wide and deep in some places. In dry times, however, there were only a few feet of water in them. The South Creek came down from the hills west of us, across the south part of Hanscom Park, north of the Union Pacific tracks, over the place now occupied by John A. Wakefield's Lumber Yard and down Jones street to the river.

Another and smaller creek from the south, flowed where Fourteenth street now is and emptied into the South Creek. Another little creek flowed across the corner of Farnam street where the First National Bank now stands. It was owing to this little creek that the builders of

that bank had such a hard time to secure a good foundation for it.

The North Creek flowed north behind Creighton College across Cuming street and turned east on Nicholas street down to Seventeenth street, past Woodman's Oil Mill and on into the river above where the Union Pacific shops now stand. This creek also had many little tributaries, one of which came from where the Estabrook Block now stands, across the north part of Jefferson square to empty into the North Creek at about Fifteenth street.

In most cities the streets are from 60 to 80 feet wide but Mr. Jones made our streets 100 feet wide, with the exception of Capitol avenue, which was 120 feet. The lots were made 66 feet wide by 132 feet deep. Jefferson Square and Capitol Square, where the High School stands, were left for Parks.

Another Park on Tenth and Farnam was also planned but it was finally decided to occupy the space for business purposes.

The Fourth of July came before the survey was completed and some of the people in Council Bluffs decided to celebrate the day by a picnic in Uncle Sam's new territory.

Mr. Hadley Johnson lived in the Bluffs at that time and he and his family attended the picnic. More than thirty years after he wrote the following account of it for the State Historical Society. "It may not be uninteresting to you to be informed that the first celebration

of our Nation's Birthday, of which I have any knowledge as having occurred in Nebraska, took place July 4th, 1854, (before any whites. were permitted under the treaty to permanently locate on these lands) on the hill at Omaha near where the High school now stands and as near as I can locate it, on a spot now occupied by Davenport street. A small number of persons on the day mentioned crossed the Missouri from Council Bluffs, taking a few articles for a picnic. I remember that on the spot named some resolutions were adopted and a few brief speeches made. The stand on which the speakers stood was a common wagon owned by old friend Harrison Johnson—now no more—who, with some of his family, constituted a portion of the party."

SEVENTH LESSON.

THE PICNIC CONTINUED.

Mr. Johnson's little account interested one reader, who had also been at that picnic, so much that he added a little more in a letter to a Lincoln newspaper, signing himself John Gillespie.

Mr. Gillespie says: Now I wish to add to that brief bit of history of the early days of Nebraska that the Hon. Hadley Johnson, then reputed to be Nebraska's delegate to Washington, was called upon for a speech. He responded, and got up into the only wagon on the ground, that had hauled over the baskets

of provisions, and two blacksmith's anvils to fire a salute. After firing the salute, he commenced a spread eagle speech, but had not gotten very far along, when the reports of the anvils brought in sight a number of Indians. The women became frightened, and baskets and anvils were piled into the wagon, and the driver started the team for the river, followed by the entire audience. The result was, the speech was never completed, unless the honorable gentleman intended his speech of last evening (i. e., the account of the picnic before the Historical Society), as the finish. His modesty, no doubt, prevented him from giving the details. The writer (Mr. Gillespie) was one of the crowd present, and remembers offering the following toast: Nebraska—may the gentle zephyrs and rolling prairies invite pioneers from beyond the muddy Missouri to happy homes within her borders, and may her lands ever be dedicated to free soil, free labor, and free men. There was one log cabin erected on the town site of Omaha at that day. It was built up to the square, and had no roof upon it. The prairie grass upon the plateau, where now Douglas and Farnam streets are, was very high, and it was difficult for the ladies to reach Capitol Hill. I remember meeting A. D. Jones, the postmaster, who carried the mail in his hat. He said to me: "Young man, take a claim up there on the hill, and it will make you rich some day," but I could not see it.

Lots were offered for \$25 each and the town association offered to deed lots to parties building if they would commence at once.

It was that fall Omaha began to grow, but on the day of the picnic the United States Marshal was on the watch to see that no settlers located in Nebraska pending the ratification at Washington of the treaty with the Indians."

EIGHTH LESSON.

THE ARROW.

Three weeks after the picnic on Capitol Hill, two gentlemen of Council Bluffs decided to start the first newspaper of Omaha. Mr. Johnson was the business manager and J. W. Pattison was the editor.

There was nothing, not even paper to print it on in Omaha, but it was devoted to the interests of this place and named after it, so we call it our first paper.

The first issue is dated July 28th, 1854, and eleven more numbers were published between that time and the Fall and then the poor little newspaper disappeared entirely. Somebody was wise enough to save the paper and to-day Mr. Byron Reed has a complete file—bound—in his library.

Mr. Pattison had great faith in the future of Omaha as we can see by this—his first editorial:

Well strangers, friends, patrons and good

people generally, wherever in the wide world your lot may be cast and in whatever clime this Arrow may reach you, here we are, upon Nebraska soil, seated upon the stump of an ancient oak which serves for the editorial chair, and the top of our badly abused beaver for a table, we purpose editing a leader for "The Omaha Arrow."

An elevated table land surrounds us; the majestic Missouri just off on our left goes sweeping its muddy course adown towards the Mexican gulf whilst the background is filled up with Iowa's loveliest, richest scenery.

Away upon our right, spreading far away in the distance, lies one of the loveliest sections of Nebraska; yon rich, rolling, widespread and beautiful prairie, dotted with timber, looks lovely enough, as Heaven's free sunlight touches off in beauty the lights and shades, to be literally entitled the Eden land of the world and to inspire us with flights of fancy upon this antiquated beaver, but it won't pay.

There sticks our ax in the trunk of an old oak, whose branches have for years been fanned by the breezes that constantly sweep from over the oft times flower dotted prairies and from which we purpose making a log cabin for our claim."

In another issue Mr. Pattison relates a dream, which has since proved to be a curious prophecy. He says: "The night stole on and we, in the most comfortable manner in the

world, and editors have a faculty of making themselves comfortable together, crept between art and nature—(our blanket and buffalo) to sleep and ‘perchance to dream.’ To dreamland we went.

“The busy hum of business from factories and the various branches of mechanism from Omaha City reached our ears. The incessant rattle of innumerable drays over the paved streets, the steady tramp of ten thousands of an animated, enterprising population, the hoarse orders fast issued from the crowd of steam boats upon the levee loading the rich products of Nebraska and unloading the fruits, species and products of other climes and soils greeted our ears.

“Far away from toward the setting sun came telegraphic despatches of improvements, progress, and moral advancement upon the Pacific slope. Cars full freighted with teas, silks, etc., were arriving from thence and passing across the stationary channel of the Missouri, hurrying on with lightning speed to the Atlantic seaboard. The third express train on the Council Bluffs and Galveston railroad came thundering close by us with a shrill whistle which brought us to our feet knife in hand. We rubbed our eyes, looked into the darkness beyond to see the flying train.

“It had vanished and the shrill second neigh of our lariatied horses gave indication of the danger near.’

“The hum of business in and around the city had also vanished and the same rude camp fires were before us. We slept again and daylight stole upon us, refreshed and ready for another day’s labor.”

There were not enough people in Omaha to make newspaper publishing a very profitable business. Only twelve numbers of the Arrow were published, from July to November 10th. Then Mr. Pattison gave up his paper and his real estate business and left town.

NINTH LESSON.

THE FIRST HOUSES.

When the survey was completed maps of it were made and sent to St. Louis to be lithographed. One of these maps is now owned by Byron Reed of this city. In one corner is a little note. “Lots will be given away to persons who will improve them; private sale will be made on the premises.

“A newspaper—The Omaha Arrow—is published weekly at this place; a brick building suitable for territorial legislation is in process of construction, and a steam mill and brick hotel will be completed in a few weeks. September 1, 1854.”

The Ferry Company were very desirous to have Omaha made the capitol of the Territory and they made their plans to that end very

carefully. Their first step was to induce men to come here and start a brick yard.

You know trees are not very plentiful in this country and all the lumber had to be hauled from the interior of Iowa, which made it very expensive.

Early in July the first brick maker started in business here, but some way he did not prosper and left soon after. Laborers came over from Council Bluffs to work days but went back to their families over the river at night.

Probably the first family who really came here to live was Mr. and Mrs. William Snowden. Mr. Snowden was employed in the brick yard and his wife boarded the other men employed there.

The Ferry Company built the first house in Omaha for them: a rough log house, on Twelfth and Jackson, which was called the St. Nicholas Hotel.

The first sermon preached in Omaha was addressed to a little audience of twenty-five or thirty people, gathered in the parlor of the St. Nicholas by invitation of Mr. and Mrs. Snowden, to listen to the Rev. Mr. Cooper, of Council Bluffs. This gentleman was a Methodist minister, who worked in the stone quarry on week days.

You remember Mr. Jones mentioned finding a valuable deposit of lime stone in the south end of his claim and that is where the stone quarry was.

All the little community were working hard to get a suitable building to use as a State House, and thus help to secure the capitol for us. A gentleman named Bayliss, residing in Council Bluffs, and his brother-in-law, Mr. Davis, came over to assist and they started the first steam saw mill down on Ninth street.

By this time you see Omaha was beginning to grow. It had quite a population days, even if they did have to go back to Council Bluffs to find a bed to sleep in. Boarding houses were in demand and M. C. Gaylord built the second house of Omaha, out on Burt street near twenty-second, which was filled with guests even before it was finished. To accommodate these two good customers the firm of Lewis & Clancy opened a grocery store on Chicago street down near Fourteenth street. It was only a dug out, one side of which was used for a grocery store and the other for a saloon. Most of the gentlemen who slept in Omaha at that time spent their evenings in this place, which became known as the Big Six, and was a most popular resort.

Mr. and Mrs. Snowden were not entirely suited with the St. Nicholas and they built another place for themselves down on Tenth street, a little south of where Turner Hall stands now, on a lot presented to them by the Ferry Company. When this dwelling, which was also a log house, was ready, all the people in town went down and gave them a house warming.

They danced till morning, to the music of Mr. Davis' fiddle, albeit there were very few ladies to be partners. They had no doors or windows but they hung aprons and quilts over the open places and arranged boards at the sides of the room for those who were weary of dancing to rest upon.

Mr. Sorenson, in his history of Omaha, says the fifth house in Omaha was built by G. P. Peterson, on the west side of Tenth street south of Farnam. The sixth house was built by S. E. and William Rogers, on Douglas between Tenth and Eleventh. Mr. Jones also built himself a house on his claim, and a Mr. Reeves built a house a little south of Mr. Jones'.

But the pride of the little settlement was the brick State House, which stood on the east side of Ninth street, between Farnam and Douglas. It was a two story brick building with a hall and stairway in the center. The first territorial legislature ever convened in Nebraska met in this house January 16, 1855.

Later on this building was used for a great number of purposes. Meetings of all kinds, religious, business and social, were held within its walls till finally it was torn down.

TENTH LESSON.

THE NAMES OF THE STREETS.

The following interesting account of the way in which the streets of Omaha were named

is copied from an article recently published in the World-Herald.

“When Omaha’s streets were named the Town Site Company must have taken a list of all the men of eminence in the Nation during the 50’s and previous to that time, and named the streets after them. The original plat of the city contained twenty-two streets, eighteen of which bear the names of eighteen men of note in their time, while the other four bear the names of a city, a State, an ocean, and a title significant of a building that once stood in its path.

In passing it will not be out of place to remark that Omaha’s business streets are nearly all named after politicians and statesmen, with a positive tendency towards selecting those of Democratic faith.

* * * * *

Take them in order, commencing at Pierce street on the south and going north to Nicholas street. Pierce street was named after an illustrious Democrat. Franklin Pierce was President of the United States in 1854, when Nebraska was admitted as a territory; he signed the enabling act.

During the same year, the City of Omaha was surveyed and platted and in honor of the man who presided over the destinies of the Nation at the time, the first street named in the city was called Pierce street.

Pacific street, the one next to Pierce, was

one of the four streets not named after a public man. The Pacific Ocean undoubtedly had something to do with its title.

Biographers speak of William L. Marcy as a distinguished American statesman of the Democratic party who was born in Massachusetts in 1812.

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He was Secretary of War during President Polk's administration. He retired to private life for a time, but assumed public duties again during President Pierce's administration, serving as Secretary of State four years. He died July 4th, 1857. After him Omaha's Marcy street is named.

Mason street is next north of Marcy. Of the man after whom it was named but little could be learned. He was a politician and in public life. He was Judge Mason of the Iowa bench and an intimate friend of the pioneer Lowe brothers. He was a Democrat, undoubtedly, as he held office under that kind of an administration; he afterwards became Commissioner of the General Land Office.

The inhabitants of that slow city of our southern sister State, no doubt, think the name applied to Leavenworth street was secured from their sleepy burg.

They are mistaken. It was named after the same man their town is named after, we must admit. Henry Leavenworth was born in 1783. He entered the army during the war of

1812 and was promoted until he bore the title of General. During his later years he did duty on the frontier and founded several western posts, among them the beautiful Fort Leavenworth. He died in 1834 in Indian Territory.

Jones street is in doubt. Some say A. D. Jones * * * * * while he was platting the town called one of the streets Jones street. Others have a different recollection of the naming of the street. The veteran George W. Jones was then in the best years of his usefulness to the West. He was a public man in Iowa then and long before Iowa was made a territory. He, too, was very intimate with the men who laid out the town and the fact is, Jones street was named after him.

No one will question whom Jackson street is named after. It is honored, like Pierce, with the name of a President. Andrew Jackson was born in 1767. According to one historian "he learned to read, write and cast accounts—little more; he was not a well informed man."

But Jackson possessed enough strong individuality to rise to the highest plane in the gift of a free people. From 1796 until his death, in 1845, he was in public life both as a soldier and a statesman.

Howard street was named in compliment to Colonel Howard, the father-in-law of Henry Farnam, after whom Farnam street was named.

Harney street derives its name from General

Harney, who was stationed in the West when Omaha was born.

When Omaha's streets were named the Rock Island railroad was built as far west as Iowa City. One of the promoters of that enterprise was Henry Farnam, a wealthy banker of Hartford, Connecticut. Dr. Enos Lowe was intimate with Farnam and called our present main street after him.

Douglas street derives its name from another illustrious Democrat. He was born in Vermont, in 1813, removing to Illinois in 1833. He was called "the little giant." He was successively a Judge, member of Congress and United States Senator. Buchanan secured the Democratic nomination for President from him in 1856. In 1860 he was again a candidate for nomination and secured it, but was defeated at the polls by Lincoln. He died in Chicago in 1861.

A leading man in Iowa was A. C. Dodge when Omaha's streets were named and to honor him Dodge street was so called.

Capitol avenue derived its name from the Capitol building that was erected where the High school now stands.

In early days a firm of bankers from Davenport, Iowa, opened a banking house in Florence and they named Davenport street in honor of their home and also of a prominent family of that name there. Chicago street needs no explanation.

Cass street was named after Lewis Cass, a

prominent Democratic statesman and Secretary of State in President Buchanan's cabinet.

California street derives its name from the fact that at its foot was the landing place for all travelers bound for the gold fields of the coast. The route was directly west on a road that is now California street; hence the name.

Webster street is named after one of America's most brilliant men. Daniel Webster, the celebrated statesman, jurist and orator, was born in New Hampshire, in 1772. In 1812 he commenced public life as member of Congress. With slight intermissions he was in public position almost to the day of his death, which occurred in 1852. He was in the United States Senate, a member of Congress, a member of the Cabinet and an unsuccessful aspirant for the Presidency.

Burt, Cuming and Izard streets follow Webster street north in the order named. They are named after Nebraska's three territorial Governors, who were all Democrats. These three streets were named by Governor Cuming, as well as Nicholas, the northern boundary of the original town. Who Nicholas street was named after no one seems to know.

It would be impossible to follow the streets in the additions to the City. They are numerous and all sorts of names have been applied to them.

Sherman avenue was named after General

Sherman and Saunders street after Governor Saunders.

Judge Lake and Messrs. Poppleton and Woolworth have been remembered in the street names. St. Mary's avenue derives its name from the convent which stood on the hill until recently.

ELEVENTH LESSON.

THE BALL.

The Governor of the territory is appointed by the President. Franklin Pierce was the President who appointed Francis N. Burt our first Governor. Accompanied by his Secretary, Thomas B. Cuming, Governor Burt reached Nebraska early in October and stopped at the old Mission House, in Bellevue, then a larger and more promising town than Omaha. The people of Omaha desired to meet the new Governor and they prepared a grand reception for him, but Governor Burt, who was far from being well when he came west, found his new position very trying. He was fairly besieged by crowds of men urging him to decide upon some place for the capitol of Nebraska. Bellevue was trying her best to secure the prize: so was Florence, and so was Omaha, whose chances at that time did not look bright.

Governor Burt made a great effort to begin his work, but it was too late and he died in little more than two weeks after his arrival.

This made Secretary Cuming Governor pro tem, and he at once called an election in which were elected the members of the first legislature and a delegate—N. B. Giddings—to Congress.

Bellevue was the favorite place for capitol, but the people of the town refused to donate the land desired for the capitol building so Governor Cuming selected Omaha.

This made a great many hard feelings. In fact a mob of men arrayed in red blankets like Indians, gathered in and around the old State House to break up this first meeting of the legislature, but after a long and bitter war of words, Omaha was finally made the capitol of the territory by act of the legislature February 22, 1855.

We owe the first great help in Omaha's progress to the wisdom and ability of Governor Cuming.

Meanwhile the President appointed Mark W. Izard the second Governor, and the people of Omaha decided to welcome him with a grand ball, to be given in a little one story frame house, which stood on Harney street near Eleventh. Dr. Miller has told us this story in the Herald.

"Izard was a stately character, physically, but mentally rather weak, and accordingly felt a lively sense of the dignity with which the appointment clothed him. He had never known of such an honor before and it bore upon him heavily.

“To the few persons who then constituted the principal population of the city, the governor was careful to intimate a desire to have his gubernatorial advent suitably celebrated. The facetious and wary Cuming suggested the idea of giving Izard an executive ball. The larger of the two rooms which then constituted the building was the theater of a scene perhaps the most ludicrous that ever was witnessed in the history of public receptions.

“The rooms had a single coat of what was then called plastering, composed of mud and ice, and a very thin coating at that. The floor was rough and unplanned, very trying to dancers and not altogether safe for those who preferred the upright position. It had been energetically scrubbed for the occasion.

“The night being dreadfully cold and the heating apparatus failing to warm the room, the water froze upon the floor and could not be melted by any then known process. Rough cottonwood boards on either side of the room were substituted for chairs.

“The hour of seven having arrived the grand company began to assemble. Long before the hour appointed his Arkansas Excellency appeared in the dancing hall. He and Jim Orton ‘the band,’ of Council Bluffs, reached the scene at about the same moment. The Governor was very polite to Jim, who was just tight enough to be correspondingly polite to the Governor.

“Governor Izard was the guest of nine ladies, who were all that could be mustered even for a State occasion in Omaha. They were Mrs. T. B. Cuming, Mrs. Fenner Ferguson, Mrs. J. Sterling Morton, Mrs. C. B. Smith, Mrs. Fleming Davidson, Mrs. A. J. Hanscom, Mrs. A. D. Jones, Mrs. S. E. Rogers and Mrs. Geo. L. Miller. Two of the ladies could not dance and accordingly their places were filled by the same number of gentlemen.

“The Governor had a son by the name of James. He was his Excellency’s private secretary and wishing to present a high example of style he came in at a late hour escorting Mrs. Davidson. His bearing was fearfully stately and dignified. He wore a white vest and white kid gloves, as any gentleman would do, but these were put in rather discordant contrast with the surroundings.

“Messrs. Paddock, Poppleton, Cuming, Smith, Morton, Ferguson, Goodwill, Clancy, Folsom, beside a large assemblage of legislators, attended. The latter crowded around, gazing with astonishment upon the large number of ladies in attendance.

“Jim Orton was the solitary fiddler, occupying one corner of the room. The dance was a gay and festive occasion. Notwithstanding the energetic use of green cottonwood the floor continued icy. During the dance several accidents happened. One lady now well known in Nebraska fell flat. Others did likewise.

“The supper came off about midnight and consisted of coffee, with brown sugar and no milk; sandwiches of peculiar size, dried apple pie; the sandwiches we may observe, were very thick and were made of a singular mixture of bread of a radical complexion, and bacon.

“The Governor having long lived in a hot climate, stood around shivering in the cold. but buoyed up by the honors thus showered upon him, bore himself with the most amiable fortitude.

“There being no tables in those days, the supper was passed around. At the proper time the Governor, under a deep sense of his own consequence, made a speech, returning his thanks for the high honors done him.

TWELFTH LESSON.

THE FIRST MINISTER.

James G. Blaine has written a book called “Twenty Years in Congress,” and in that book he makes this reference to Nebraska:

“To the westward and northwestward of Missouri and Iowa lay a vast territory, which, in 1854, was not only unsettled, but had no form of civil government, whatever.

“By the Missouri Compromise, every square mile of this domain had been honorably devoted to freedom. At the period named, Indian tribes * * * * lighted their campfires on the very borders of Missouri and Iowa.

“But the tide of emigration, which had filled Iowa and Wisconsin and had been drawn for a time to the Pacific slope, now set in again more strongly than ever to the Mississippi Valley, demanding and needing new lands for settlement and cultivation.”

It was this tide of emigration, pouring into and through Omaha, which began the steady growth of that time.

You have seen what a little handful made up our population in 1855, which opened with the Governor's ball in January.

By January, 1856, the population had more than doubled and nearly forty houses had been erected. Just a few were brick buildings, many were frame and some were only dugouts.

These people wanted very much to have a minister resident here. Ministers came over occasionally from the Bluffs and often ministers were in the emigrant trains which stopped to rest over Sunday in Omaha. We have read of ministers who preached standing on the stump of a tree. More than one minister preaching so to a crowd gathered in the open air to listen, has seen a group of Indians on the outskirts of his congregation, watching in silence the strange proceedings of the white “medicine man.”

People living in a new country such as this was then, are apt to grow rough and wild away from their homes, and the arrival of Rev. Reuben Gaylord, in December, 1855, was a

cause of great rejoicing to the little band of church members awaiting him. He came from his pastorate in Iowa and had a dreadful journey through the wilderness to reach Omaha.

Mr. Gaylord's wife and children are still living in Omaha, and Mrs. Gaylord has written the following account of their trip:

“Early in December, 1855, we set out on our journey of 300 miles across the State of Iowa. * * * Railroads were not very plenty in those days. We traveled in a two-seated carriage with a span of horses—five of us in all. The youngest was the little boy, who afterwards died in Omaha, then only sixteen months old. We had been told the roads were usually good in December and the weather mild. That winter and the one following proved to be exceptions. After the first day we encountered rain and mud, then snow and intense cold.

“It was often difficult to find any place to stay at night; sometimes seven or eight o'clock before we could get entertainment for ourselves and horses.

“In the timber on South river, one of the carriage wheels suddenly dropped into a deep rut and the axletree broke. There was no house near, but Mr. Gaylord cut a hickory sapling, bent it around and secured it with a rope, so that we forded the river and came on to Indianola. There we remained until the car-

riage was mended, and then pursued our journey. * * * * *

“In western Iowa were unbridged streams with high, steep, icy banks. These were frozen at the sides but water running in the channel. Twenty miles before reaching the Nodaway river, Mr. Gaylord was warned that it was useless to proceed as there was no possibility of crossing it, but we kept on.

“We found a man and two boys living in a shanty near the river bank. Their services were secured and a place up the stream was found where the family could cross on the ice.
* * * * *

“Rails and branches of trees were laid down the side of the icy descent to prevent the carriage from sliding round and being wrecked on a stage coach which had been fast in the middle of the stream for three days. Mr. Gaylord succeeded in driving across without accident.

“We reached Council Bluffs December 21, riding against a piercing northwest wind the last half day.

“The hotel was full to overflowing and Mr. Gaylord and Mr. Rice walked the streets till eleven o'clock to find a lodging place.

“But in these days private houses were small and crowded with their own occupants.

“We stayed at Mr. Rice's house that night and the next day found a vacant place at the hotel. Then Mr. Gaylord came over to Omaha to see if the house promised us was ready.

Winter had come on with such severity that work was suspended and it could not be occupied. It was the small house until recently standing north of Donaghue's floral establishment on Sixteenth street.

"The Douglas House, the only hotel, on the corner of Fourteenth and Harney, was more than full. A part of the dwelling where Dr. Wood now has his office, (northwest corner of Fifteenth and Capitol Avenue) was secured, and on the afternoon of Christmas day, Mr. Gaylord brought his family from the Bluffs to find a shelter here.

"We crossed the Missouri on the ice at a point quite north of the town. The cold was so intense that we were nearly paralyzed on our arrival, and had to be helped into the house. Mr. Milton Rogers had, himself, brought a stove from the Bluffs and a fire was soon kindled. What there was of the dwelling stood on four blocks at the corners, with no other foundation, and the floor was not remarkably tight. Of course there was no plastering, and for five weeks no thawing sufficient for water to drop from the eaves, except one day in February.

"A sod stable, some distance to the southwest, afforded shelter for the tired horses. Across Fifteenth street, where the Exposition building now stands, was a house owned by Mr. Poppleton and occupied by a family named Tucker. Mr. Goodwill's family were not far

away. Subsequently additions were made to this house by Mr. Samuel Brown, who transformed it into a very cozy and pleasant home for his own family.

“About six weeks after we moved to a more comfortable house on the south side of Harney street, west of the Douglas House and near Fifteenth street. This dwelling was owned by Mr. Shoemaker. The Douglas House was kept by Mr. and Mrs. Mills, who were among the early residents of Omaha. Governor Richardson (the third Governor) and family lived a short distance west on the north side of Harney street.”

THIRTEENTH LESSON.

NEBRASKA IN 1857.

Among the arrivals of 1855-56 was a young gentleman who wrote an interesting little volume called “Nebraska in 1857, and signs himself in that volume James M. Woolworth, attorney and counselor-at-law and general land agent, Omaha City, Nebraska Territory.

I think you will enjoy the first chapter of his book which, by the way, you can find in the City Library. He says: “Thousands will, this season visit the West, not only to locate but to ‘look around.’ Many of them are unacquainted with the different routes and are unaccustomed to traveling. For the benefit of such the following statement has been prepared. It com-

mences at New York and extends to Omaha in Nebraska, but any person will be able to determine how best to reach any point on the line from his own home.

“Those whose time is more valuable and important than comfort and who can only make a flying visit can take the Hudson river R. R. to Albany; then the New York Central to Suspension Bridge; then the Great Western R. R. through Canada to Detroit; then the Chicago and Rock Island R. R. to Davenport; then the Mississippi and Missouri R. R. to Iowa City; then the stage to Omaha.

“The distances on this route are:

“From New York to Chicago, 960 miles; From Chicago to Iowa City 236 miles; From Iowa City by stage, 275 miles. Making 1471 miles by the shortest route. Passengers taking this route can leave New York by the early morning train and arrive at Suspension Bridge the same night, Detroit the next morning, Chicago the night of the second day, Rock Island the morning of the third day, Iowa City at noon, leaving for Omaha the night of the third day and arriving there in three days more, making the trip from New York through, in about six days and six nights. This is as quick as the trip can be made.

“But those who can spend two or three days more time for the sake of greater comfort will do well to take the following route:

“People’s Line of steamboats from New

York to Albany; New York Central to Buffalo: North Shore Line of steamers on Lake Erie to Detroit; then Michigan Central to Chicago: then Chicago, Alton and St. Louis R. R. to St. Louis: then by steamboat up the Missouri river.

“Distances by this route are:

“From New York to Chicago, 1035 miles: From Chicago to St. Louis, 285 miles: From St. Louis to Omaha, 795 miles: From New York to Omaha, 2115 miles.

“Passengers taking this route leave New York by evening boat, reaching Albany the next morning and Buffalo the night of the second day, Chicago the third night and St. Louis the fourth day.

“Steamboats are always in readiness at St. Louis for the Missouri river and travelers with their baggage can be transferred from the cars to the boats.

“The usual time from St. Louis to Omaha in a good stage of water is about five days, thus making the time from New York to Omaha, via St. Louis, about nine or ten days.

* * * * *

“Passengers should in every instance, after determining their route, purchase tickets as far through as possible, which can be done at any of the principal ticket offices—to St. Louis or to Davenport.

“These tickets are good for a year and will cost much less than to buy them at intervals. When parties of fifty or more purchase together

a discount from the regular price is made. At present writing the prices for the summer are not established but they will not vary much from the following rates, which were established last summer.

“From New York to Iowa City, \$27.00; from Iowa City to Omaha, \$19.00, making \$46.00 from New York to Nebraska. From New York to St. Louis, \$24.00, and from St. Louis to Omaha, \$20.00, making a total of \$44.00.

“The steamboat route gives much more comfort than the all railroad route and is more economical. The passenger gets two nights rest between New York and St. Louis and the passage up the Missouri is in boats as fine and comfortable as any in the West; and while living is extra when traveling by railroad, it is included in the steamboat fare.

“It is likely that fares up the river will be lower than ever this coming season on account of competition; but they will not be very much and in no event do we think they will be higher than the foregoing estimate.

“There are, of course, other routes to the West.

* * * * *

“We have tried them all, and have found that those named are the most comfortable, expeditious and safe. They have been long established and well managed and are usually more certain to make regular connections. The countries through which they pass are thickly

settled with great cities and towns, making the journey from New York to Nebraska safe, easy and attractive."

Contrast this journey of fourteen days, when Pullman sleepers and dining cars were unknown, with the trip of three days now. Do you suppose you will some day look back to the poor accommodations and slow methods of 1891?

FOURTEENTH LESSON.

1857 found Omaha City fairly started, and possibly, of all the buildings erected that year, none gave more interest and pleasure to the inhabitants than the capitol building and Mr. Gaylord's church. The capitol stood on Capitol Square, a stately brick building 120 feet long, its eastern front decorated with heavy pillars and visible from miles around, as the high school is now. It was entered directly from the approaches without giving its visitors the trouble to climb any steps.

The second was a little brick church which stood just west of Sixteenth street facing the alley between S. P. Morses and the Y. M. C. A., building. The lots were donated to the Congregational society, but the society was small and building the church was rather a difficult matter. A room in the basement was finally finished and Mr. Gaylord with his little band took possession, with glad hearts.

Omaha was now well started and the next

object desired by the people was a school. A Mrs. Smith came here about this time and opened a little school in this basement room, and this was the first school in town.

Previous to this and after her school closed, the young people would form classes among themselves, and induce some one of the citizens to give them lessons on different topics.

Those who could afford it, had tutors and governess to instruct their children at home. This was by far the better way, for Omaha City was scattered over a wide tract of land, and the tall prairie grass made it difficult for people to get about.

As time passed on Omaha grew in population very much faster than in buildings, and about this time, to accommodate these crowds, another large hotel was erected on the corner of Ninth and Farnam. It was a fine four story brick building and was called the Herndon House.

It was at this house that that eccentric man, George Francis Train was stopping when he made such a funny arrangement. It seems, where he sat in the dining room, he was annoyed by a draft from a broken window.

He hired a negro waiter to stand between him and the window till he had finished his dinner, agreeing to pay him ten cents a minute for his services. But the head waiter interfered, and sent the other waiter away.

Mr. Train was very angry and told the

proprietor of the Herndon House he would build a better hotel inside of sixty days, and he kept his word. He put up the hotel on Ninth and Harney, which was known for a long time as the Cozzens House. Lately it has been called "The Omaha Medical Institute."

The Herndon House was sold to the Union Pacific Railroad in 1870, and is still standing, having been altered and improved, and is known to us as the Union Pacific Headquarters.

FIFTEENTH LESSON.

In Mr. Woolworth's "Nebraska in 1857," to which we have referred before, there is a description of this locality to which your attention is called.

"Douglas County is more distinguished for its towns than any other characteristics; having the capitol and being the part of the territory easiest reached from the east, it has filled up, especially the principal town—Omaha City—with the active speculative young men who throng to any point newly opened, which promises to become a great emporium. Capital, energy, business activity, skill and will have poured in here until the whole country may be said to rival any town at the east.

"Along the Missouri River we have laid out four towns; the first is Omaha City; on the north of it at a distance of six miles is Florence, and

between Florence and Omaha City is Saratoga and south of Omaha City is Omaha.

“Omaha City is beautifully situated in a wide plateau, the second bottom of the Missouri River. Back of it rise the bluffs by gentle slopes from the summits of which the great prairies of the interior roll in beautiful undulations.

“From the first of these may be seen the grandest view the eye of man ever looked upon. Up and down the river on the Nebraska side runs, as far as the eye can reach, the table lands so smooth, so unbroken, so perfect, the hand of art could not add to or take from one part of it. Beyond is the river, bordered by heavy trees, with its broad shallows and turbid current floating with serpentine windings.

“On the opposite side is the broad bottom of the river, and cutting short the view, rise the bold rugged bluffs of Iowa, the tracing of their forests standing out in the clear atmosphere with the strongest distinctness, while Council Bluffs lies ensconced within an opening, a busy mart of all that region.

“Omaha City is well built up with substantial brick blocks. It numbers 1,800 people. Its advantages are first, it is the capital of the territory.

“The United States have commenced building a capitol, which is situated on a handsome and commanding hill in the west part of town. The building is a parallelogram in form. with heavy columns upon the side. The ornaments,

which are elaborate, are of iron, as are also the casings of the pillars and the caps of the windows.

“Fifty thousand dollars have been expended in laying the foundations and carrying it up one story. A like sum has been appropriated by Congress to complete it. When finished it will be a most elegant building.

“The second advantage which Omaha City enjoys is the fact that she lies directly opposite Council Bluffs, and is, at present at least, the head of navigation of the Missouri River.

“The first circumstance gives her the advantage of receiving the emigrant into the territory. He sees her promise and feels her enterprise, and makes her his home; or if he seek some other point ever acknowledges that she is the great town of Nebraska.

“The second fills her landings with the immense imports from the east, which supply the territory. She is indeed the main point of entry for the emigrant and for merchandise.

“The coming season, at least one boat a day will unload at her landing. A further advantage of Omaha City is the fact that she is the eastern terminus of the great route to the west.

“A year ago Congress established a military road from this place to Fort Kearney, and appropriated \$50,000 for its construction. That road is nearly complete and runs up the valley

of the Platte, through all the principal settlements west of this.

“Congress has made the further appropriation of \$400,000 to construct a great wagon road to the South Pass, the eastern terminus of which is here. These facts give Omaha City a great impetus in her growth into a commercial town.

“Far and wide over the country her name is known as well as that of the territory itself. To it is the great rush of emigration at the present time. It has the start of all rivals, which no ordinary advantage can overcome.

“The population of this place is made up of intelligent and enterprising men. They are generally from the cultivated and educated classes of the east. In the character of its society as regards intelligence and culture, genteel and ever fashionable life, Omaha rivals the best town of twice her population, which can be named in New York or New England.

“As an evidence of this we refer to a course of ten lectures delivered under the auspices of its Library Association, by the citizens of the place, which, both in the character of the lectures delivered and of the audiences assembled to listen to them, would do the highest credit to an eastern city.

“Handsome churches have been built by the Methodists and Congregationalists, in both of which are settled clergymen. The Baptists also have a clergyman here.

“An Episcopal church has been organized

and service is regularly held on Sunday by a clergyman. A handsome church is to be erected by the Episcopalians the coming summer, at an expense of \$7,000. The Roman Catholics also have a church here:

“The Territorial Library, containing a full set of the American Reports and a good selection from the English, together with a large number of elementary law books and a handsome case of miscellaneous works, in all numbering about 4,000 volumes, is located here. The library is provided for in the Organic Act.”

SIXTEENTH LESSON.

JUDGE WOOLWORTH'S DESCRIPTION OF OMAHA.

[CONTINUED.]

“Florence, as we have said, lies about six miles north of Omaha City. It is a thriving place, with many advantages. It lies upon the same beautiful plateau as Omaha City. Opposite to it on the Iowa side is Crescent City, also a flourishing place. Its growth has been rapid and apparently substantial.

“Those interested in it claim for it a rock bottom landing, and that at a short distance from the shore is a rock island and upon these two, it is believed, a substantial and cheap bridge can be constructed; a work which cannot be accomplished elsewhere on account of the variable bed and current of the river.

“The great military road to Fort Kearney touches its western line and much of the trade from the Platte Valley stops here. The mercantile business of the place is heavy, commanding, as it does, the north, a portion of the west and even a part of Iowa. We believe that at some time a great city in the direct line of New York, Albany, Buffalo, Detroit, Chicago and Davenport and sharing their importance, will grow up near these places.

“Severe argument has long been kept up between Omaha City and Florence as to their relative claims for this great point. This fact surely favors Florence; that the road to pass through it makes a shorter route than by Omaha City. As to the rock island and rock landing, even surveyors differ, both as to their existence and advantage. Saratoga lies between these two places upon the same plateau with them. As yet it has no improvements, although a large hotel and some fine residences are to be built there this season. Its promise is rather for a splendid place for residence than for business. It is hardly possible it should draw largely on the trade of Omaha City, unless some circumstance which cannot now be seen reveals itself. But as a residence it is unequaled.

“Omaha lies at the southeast corner of Omaha City with about two-thirds of its site upon the bottom of the Missouri, the remaining third being upon the Bluffs. It was laid

out only a few months since; although the revenue of a large quarry of limestone which is upon its land, by a resolution of the company is to be expended in grading and paving its streets and constructing a levee, which will add largely to its value.

“Its value consists in being located directly opposite the depot and grounds of the Mississippi and Missouri railroad. (i. e., where they are going to be built).

“The Act of Congress donating lands to aid in the construction of this road designates Council Bluffs as its western terminus. The company and members of the company on its behalf have made large purchases of land for depots and grounds, as was necessary at that place.

“It must be ten years before the great Pacific Road can be carried through; carried even so far as to render the shortest route a necessity or even a desideratum. Till then, places of considerable size, although lying a little off the air line will bring the road to them.

“The fact that Council Bluffs is the terminus of this road, and Omaha is directly opposite, will build up a town of large influence here very rapidly. We are therefore of the opinion, that the great point for ten years to come is to be about the point where this road crosses the river. By that time it may change—may go to Florence—to save the deflection of many miles;

first to the south, to reach Council Bluffs, and then north, to keep the north bank of the Platte. This is the work and problem of future years.

“It is further to be noted that along the Mississippi the large towns are all on the west side of the river. The law of that region can hardly help but rule here. The gentlemen most interested in the Mississippi Road seem to have foreseen the importance of Omaha, having obtained large interests there. The ferry, which heretofore has landed toward the northern part of Omaha City, it is said, will, the coming season, land at the landing of Omaha.

“A large influence is at work to secure the landing of all boats from St. Louis at this place. The Simpson University, a school under the Methodist influence, is located at Omaha, City and the Nebraska University of Saratoga, is located at that place. Neither are yet organized.”

SEVENTEENTH LESSON.

THE PANIC OF 1857.

The handsome Congregational Church Mr. Woolworth speaks of, was 36 feet long by 27 feet wide and seated about two hundred and fifty people. The Episcopal Church was about the same size, and stood down on Ninth street

just below the southwest corner of Farnam streets.

The Simpson College and the Saratoga University were never built, but the boats from St. Louis did land at Jones street, which was the northern boundary of Omaha or else the southern boundary of Omaha City. In a very short time these two settlements became one.

For the next few years, however, the growth of Omaha City was not rapid, owing to a panic in the money markets of the East. Congress reduced the tariff on foreign importations, which caused a great number of business failures. It was so great a depression that it is even yet referred to as "the hard times of 1857."

A two story brick building, which had been erected on the southwest corner of Twelfth and Farnam, was occupied by the "Western Exchange Bank Association," and the failure of that bank caused a loss of \$80,000 to the depositors, most of whom were business men residing here. This bank had been regarded as the very best and safest place of the kind in this part of the country and its failure caused real distress.

There were other troubles in the East at that time which also affected Omaha; the hard and bitter feelings between the slave holding States and the free States were increasing and people were beginning to realize that the trouble could only be settled by the horrors of civil war.

In 1858, however, the discovery of gold in Nebraska was announced throughout the world

and aroused another gold fever. You must remember that Nebraska then extended west to the Rocky Mountains and the gold found was in the vicinity of Pike's Peak. Another great rush began which was a help to Omaha City in many ways. Crowds of people stopped here to rest and to lay in fresh supplies. Many were thoroughly wearied by the time they reached here and resolved to go no further.

Long after this gold fever had subsided the emigration continued and emigrant trains arrived daily.

Of course there were nowhere near houses enough to shelter these travelers and so they put up tents on all available spots till the town looked like a military camp.

The few streets were swarming with people on foot and on horse back; not a few of the dwellers in the camps were Indians. They were peaceable and orderly and greatly interested in the strange ways of these new comers. They made all sorts of Indian trinkets, which found a ready sale in the town. They had another way of earning a little money also. They would split a little stick at one end and insert a piece of money, usually a dime, and then shoot at this dime from a distance of a few rods, with their arrows. If they hit the money, and generally they did, it was theirs.

Where our butchers display beeves and lambs to-day, the butchers of 1858-9 displayed venison and buffalo meat.

At night camp-fires were blazing in all directions and the lamp light shining through the canvas tent walls turned the dark streets of the little frontier town into a most jolly little city.

The people were careful to keep a sharp lookout for both Indians and wolves. The Indians had a fashion of helping themselves to other people's property which was not altogether popular.

The prairie wolves were frequently seen but they were too cowardly to do much harm unless driven by hunger in cold weather.

No railroad trains had, as yet, fulfilled Mr. Pattison's dream, but the whistles of the steamboats were familiar.

The following copy will show you how welcome the first steamer in the spring was as she came up the river.

“George B. Lake, who is rearranging the records of Douglas County, encounters some interesting things among the entries in some of the old time books which have places in the county vault. In an aged assessment book he discovered the following entries as regards navigation and commerce at that time:

March 4, 1859—Good stage of water in the river and free from ice. Steamer Florida in view at the lower landing.

March 5, 1859—The Florida came up, and, as she passed the foot of Farnam street, she was greeted with the firing of cannon and the hearty

cheers of the people. She had very little freight.

March 6, 1859—The Florida left this morning. A hard way to serve the Lord.

March 10, 1859—The Omaha arrived about noon with a heavy freight; few passengers. She left the same day.

March 21—Steamboat Emigrant arrived at 7:00 and left at 10:00 A. M. William Kayer and H. Johnson go down.

March 22—Steamboat Sioux City arrived at 7:00 P. M.

March 26—Steamboats Hesperian and E. M. Reiland.

March 29—Steamboats Asa Wilges and Spread Eagle.

April 1—Steamer White Cloud, left April 2.

April 4—Steamer Hannibal.

April 5—Steamer Emigrant.

April 9—Steamer Iryitan.

April 10—Steamer Omaha.”

EIGHTEENTH LESSON.

JOHN BROWN'S VISIT TO NEBRASKA.

It was in 1859 that John Brown, who lived in Maryland, made an attempt to free the slaves. When both Northern and Southern States were fighting over the admission into the Union, of both Kansas and Nebraska, in 1852 and 1853, John Brown came west to help their

admission as free States. When that was accomplished he went home again, and seven years later, gathered a little company of twenty men to take possession of the arsenal at Harper's Ferry, hoping to make it a place of refuge for the fugitive slaves of the neighborhood; but the company was easily overpowered, and their leader John Brown, was tried by the Court of Virginia and hung.

While these exciting scenes were being enacted in the east, a very different method of making men free was being tried in Omaha. In other words, the first public school was being organized. A school director was elected from each of the three wards into which the city was divided, and these gentlemen engaged Mr. Howard E. Kennedy as Superintendent. He found plenty of work to be done from the start, for all that was ready for school were the pupils; not a house, book, desk, or teacher was to be found. Mr. Kennedy finally rented a room in the old State House, which had then become private property and he taught there with Mrs. Nye as his assistant. A little one story one room frame building was rented on 13th street, near Douglas, and Mrs. Rust taught there. Out on Cuming street, near the Military Bridge, which crossed the North Creek, was another little school which was taught by Mrs. Torrey. These schools were crowded during that year with pupils of all sizes, but at the end of that time the money for the school fund was

used up and the public schools remained closed for three years. So the people returned to the earlier plan of private schools, private classes, and private teachers. About that time Mr. Beales, who is now teaching in the High School, opened a private school in that most convenient building—the old State House. Mr. Beales has a most interesting account of his arrival in the Life of Reuben Gaylord, from which the following is taken.

“At day-break the steamer West Wind, that brought me thither swung from her moorings at the lower Council Bluffs landing, and made her way up the river. As we steamed from behind the wood covered hills below the city, among the first objects that met my eyes, was the Territorial Capitol, which, with its Corinthian pilasters and frieze, and its towering dome, rested on the brow of the hill above the city like a crown and gave promise of good government—the reign of law and order.

“Our boat made the shore and tied up at the foot of Jones street. The natural bank of the river was the only wharf and the loose sands of the bottoms the only pier. To reach town the omnibus drove through those sands to the foot of Farnam, which was then, as now, the principal street. As we passed along, we noticed here and there a vacant building which, with the small number of people in sight, told plainly that business and thrift were not then at their height.

* * * * *

“I secured temporary accommodations at the Farnam House on the corner of Thirteenth and Harney Streets. * * * I had devoted my life to the cause of public instruction; at the East I had been engaged only in the public schools and desired to continue in them at the West, but employment in the public schools in Omaha at that time was impossible. The directors had used all the money in their hands to sustain them during the past year and did not expect to have enough to open them again for one or two years. Being compelled, therefore, to give up my hope to make an engagement with the directors, I turned at once to organize a private school.”

This school was extensively advertised as the Omaha High School and was of great importance to the city. It grew rapidly and Mr. Beales had to employ assistant teachers from the first.

There was one other cause, aside from the troubles in the East, which helped to depress and discourage Omaha during 1859 and that was the Indian scare known as the Pawnee war. The Pawnees left their homes and encamped at Fontanelle, only a few miles from here, and the settlers of that neighborhood were greatly alarmed. It was during this war that Logan Fontanelle, the great chief of the Omahas, who lived with his family at Bellevue, was killed by a party of Pawnees. This scare made those

who were here anxious and those who were not here did not care to come.

In 1860 Abraham Lincoln was elected President. The Southern States had threatened to secede from the Union if a Republican President were elected, and they kept their word. Before Lincoln was inaugurated seven States had seceded and the War of the Rebellion was begun in earnest. There were four candidates for the Presidency when Lincoln was elected. One of the unsuccessful ones was the Little Giant, Stephen A. Douglas. He was a noted lawyer of Illinois; Douglas county and Douglas street were named after him.

NINETEENTH LESSON.

LYNCHING OF BOUVE.

George B. Armstrong, who resides with his family on Saunders street, was Mayor of this city in 1861 and 1862, and contributed his energy, sagacity and clear headed business ability to the growth of our home. It was a strange town to preside over.

Men were making money here and work seemed plenty yet there were so many poor in town the Aldermen were obliged to give them assistance from the city funds.

The Marshal, who performed the work of Chief of Police, was kept busy in his endeavors to protect the settlers from the thieves who

infested the town, and often found his hands more than full of work. The citizens finally formed a vigilance committee to assist in preserving order and one thief named Bouve was lynched by them.

Bouve and a companion named Iler assaulted and robbed Mrs. George F. Taylor, who lived same distance northwest of town. The thieves came to Omaha and hid the plunder near the present Missouri Pacific depot. They were suspected of the crime and arrested.

Mrs. Taylor fully identified them and said that Bouve wanted to shoot her so that she could never betray them, but Iler prevented him from doing so. The men were tried in court, but the jury failed to convict them and they were released. People were indignant and the vigilantes finally obtained a confession from Iler, who told them where the money was hid.

The vigilantes held a meeting in one of the rooms over Goodman's drug store, and decided to hang Bouve who had been rearrested and was confined in the Court House. Mayor Armstrong heard of the resolution and at once commissioned several men as special policemen to protect Bouve. But at midnight a party of masked men went from Farnam street, just above the Paxton Hotel, up to the Court House, which stood where Max Meyer's jewelry store is now, and forcing their way to Bouve's cell, hung him to a beam. Iler was forgiven and allowed to escape.

Men who helped to pull Bouve up are still living in Omaha. When the Mayor reached the Court House the next morning Bouve's dead body was still hanging from the beam. Mayor Armstrong learned afterwards that some of the men whom he had appointed to guard the prisoner were among the masked men who handled the rope.

This seems rough life to us now, but it was necessary for men to protect themselves effectually against the crowds of lawless people coming and going through the surrounding country. To protect the titles to property in early days men of the town formed what were called "claim clubs." These clubs considered the claims of rival settlers to disputed property and awarded the right to the property as they judged best. No doubt some unjust things were done by these claim clubs, but in the end security to the inhabitants and legal titles to their homes were established. In April of 1861 the War of the Rebellion was actually begun and President Lincoln issued a call for volunteers from all the Northern States. John M. Thayer, a resident of Nebraska who had won honor for his bravery in the war with Mexico, applied to Governor Saunders for commission as Colonel, and organized the First Nebraska Regiment. The recruiting office was in this town and although volunteers came from all over the Territory, the greater part of the regiment was composed of Omaha men. The

regiment was not called into action for some time and meanwhile it was carefully drilled. The call came at last and one bright July morning the regiment formed ranks in front of the capitol (just where President Harrison addressed the children May 13, 1891,) and then marched away to the steamboat landing at the foot of Jones street, where they embarked for St. Louis. From thence they went to Fort Donaldson on the Cumberland River, in Tennessee. This, their first great battle, was won by the Union soldiers after four days of hard fighting. When the Confederate army asked for terms of surrender, Grant made his celebrated reply "No terms other than unconditional surrender can be accepted." Anderson's History says, "This terse reply gained for its author the title of U(nconditional) S(urrender) Grant." Colonel Thayer, who later became Major-General, and still later Governor of Nebraska, gives the following account of this battle:

"At break of day the troops were all landed when Grant joined us. He immediately brigaded them and assigned the brigades to divisions, giving me the command of six regiments. It was then that the Nebraska First came under fire of a real battle for the first time. My brigade was formed across the road, the battery in the road, the First Nebraska supporting it on the right, the Fifty-eighth Ohio on the left and other regiments on the

right and left. There that brigade received and met the onset of the whole rebel army. In three quarters of an hour that same rebel army was on a hasty retreat back into its works. And this was the last attempt it made to break through our lines and escape."

The regiment also distinguished itself at Pittsburg Landing and several other places. Years later when the dying commander was writing his History of the Rebellion, he remembered the bravery of the First Nebraska and said of them some very pleasant things for us to know.

TWENTIETH LESSON.

GENERAL SHERMAN'S VISIT IN 1865.

A railroad to reach from the Mississippi river to the Pacific Coast, was spoken of as early as 1846, but the matter was talked about for fifteen years before anything was actually decided upon. Then, Congress having passed a resolution to build the Pacific Railroad, the power to decide where this road should be located was given to President Lincoln, and he decided in favor of Omaha City. You may be sure this decision gave great pleasure here; the towns people knew that the future of Omaha was secure now. The telegram was received here December 2nd, 1863, and the people decided to begin their part of the work that very day. So the crowd which had gathered

in the streets as the news became known, formed itself into a procession and marched down to the river, near the foot of Webster street. A spot was selected, and after the Rev. T. B. Lemon had offered prayer, Gov. Saunders took a spade and began the Union Pacific Railroad. He was followed by the Mayor B. E. B. Kennedy, George Francis Train and several other gentlemen, while the crowd threw up their hats and cheered, and cannon roared salutes in return. In the evening the city was illuminated and a ball was given at the Herndon House. The river afterwards washed away this place of beginning.

But the work after this gay beginning progressed rather slowly. They could not grade till the winter was over and it was difficult to find laborers. There was no railroad for more than one hundred miles east of Council Bluffs, so the material, such as iron, cars, etc., was sent from Quincy, Ill., to St. Joe and thence by boat to Omaha.

The first locomotive came by this route the following summer and was used on the construction train. Two years later the road reached from here into Sarpy county about twelve miles and an excursion over this little road was given to General Sherman and his party when he visited Omaha at that time.

Dr. Miller has written the following account of the trip:

“The improvised Pullman for the occasion was a dirt car with boards placed on nail kegs, serving for seats, with buffalo robes for cushions, the wine being housed in the front pew. The party was composed of our most prominent citizens and at the end of the track, which was always a permanent station during construction, speeches were called for.

“That of General Sherman made a strong impression on me in the light of subsequent events. He told the story of his part in the agitation and building of the Pacific railroad in California, where he was stationed in his earlier days and how he sank \$5,000 in an investment in that end of it to get it started towards the Atlantic coast.

“His speech was remarkable for soldierly eloquence and forecast of the future for our section and its great enterprises. I remember among other things he said, turning to the younger men about him, ‘I cannot hope to see this great work completed in my time, the two oceans united by the bond of steel and locomotive, but you can.’

“As a memento of the trip the engine was named the General Sherman. The interesting part of it all is that in exactly four years from that date General Sherman rode over the completed Union Pacific in a Pullman car and

across the Laramie plains at the rate of over thirty miles an hour."

Dr. Miller had rather a startling case soon after he went on this excursion which proves that Omaha was still a frontier town. An old Englishman came one day to his office, holding his hat on with one hand, while he carried a pail of water with the other. The doctor was horrified to discover that the man had been scalped by Indians and, surviving the injury, had actually brought his scalp in the pail of water just as the Indians had torn it from his head for the doctor to sew it on. This was impossible but Dr. Miller was able to save the man's life and he finally returned to England with the top of his head covered by an immense scar.

TWENTY-FIRST LESSON.

JOHN G. SAXE'S POEM.

Although no one doubted in 1865, that a great future awaited Omaha—it was then a very shabby little frontier town. Its appearance inspired the following poem by John G. Saxe:

Hast ever been to Omaha,
Where flows the dark Missouri down,
Where four strong horses scarce can draw
An empty wagon through the town?

Where sand is blown from every mound
To fill your eyes and ears and throat,
Where all the steamers are aground
And all the shanties are afloat.

Where taverns have an anxious guest
For every corner, shelf and crack,
With half the the people going West
And all the others going back?

Where theatres are all the run
And bloody scalpers come to trade;
Where everything is over done
And everybody underpaid?

TWENTY-SECOND LESSON.

ORGANIZATION OF THE FIRE DEPARTMENT IN 1860.

1860 found Omaha pushing steadily ahead in spite of the gathering war clouds in the East. The town was composed largely of wooden houses, hastily erected, and the danger from fire was great. It is a singular fact that the first building burned in Omaha stood on Farnam street, where the Paxton hotel now stands, and where, a dozen years ago, the Grand Central hotel was burned. It was a small frame building occupied as a grocery store by Messrs. Porter and Bremen.

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. This company is now Company No. 1, of the City Fire Department.

The Bee gives the following account of this company in referring to the fire at the Paxton, April 12, 1891.

The average citizen who witnessed the gallant efforts of Omaha's firemen to save life and property at the Paxton hotel catastrophe last week, gave little thought to a comparison of their methods of fighting the flames with those in vogue two decades ago. The former department wrestled with the destroyer at the same place. Yet there were several men in the throng surrounding the building who handled

the nozzle and hose in the early days of the City, and could readily appreciate the great advantage the department enjoys to-day with its modern appliances and perfect discipline.

Across the street from where the firemen were engaged with the flames Sunday evening a small crowd of Omaha's veteran firemen had congregated and were critically observing the scene. Several of them traced their connection with the department to its organization as a volunteer. There were Frank Murphy, Andrew Simpson, "Uncle" Dick McCormick, W. J. Kenney, Henry Pundt, James Donnelly, jr., and Harry Taggert. Several of them had held the nozzle the evening of September 5th, 1870, in the Grand Central fire on the same location and witnessed four of their companions burn to crisp.

The veterans of Pioneer Company No. 1, were busy relating incidents of their early career as firemen and comparing their instruments with those being handled on the burning building. It was in 1860 that the merchants of the city concluded to effect some kind of an organization for protection against fire.

The Pioneer Hook and Ladder Company, composed entirely of business men, was the result. Andrew Simpson, of the Simpson Carriage Manufactory, volunteered to provide the ladders, hooks, and carriage for conveyance. The bluffs north of the city furnished a number of young saplings from which the ladders

were fashioned, and in two weeks the pioneers were the proud possessors of the first apparatus for fighting fire in the Territory.

After the machinery with its red paint had been placed in the small slab house near the steamboat landing, Ben Stickler, a young dentist who had had the honor of Captain of the first fire company of the city, conferred on him, stood guard over the affair while it was inspected by hundreds of visitors. For several years this primitive instrument sufficed to prevent flames from destroying the city.

Finally the pride of the pioneers yearned for something greater, and Andy Simpson was commissioned to go to Davenport and purchase a fire engine, which was immediately christened the Fire King. The combined efforts of twenty men were required to drag the machine through the streets and on several occasions Dick McCormick and Frank Murphy were sent back for reinforcements while proceeding to a fire, to pull the Fire King out of the mud. A dozen of the company were required to pump the machine, and for a long time only one string of hose was available.

Water was furnished the company from cisterns built in the streets, and when the supply in one was reduced, all the members of the company were required to unlimber the Fire King and drag it to the next nearest reservoir. But while the company possessed no steam appliances and patented connections, on sev-

eral occasions the effective work of the old blunderbus under the management of the determined members of the company saved the entire city from destruction. It was this company that had four of its members burned to death in the Grand Central hotel fire and several of the men who witnessed the death of Captain Carter Sunday night, saw Billy McNamara, John Lee, Lon Randall and Frank Fischer cast headlong into a fiery furnace on that identical spot twenty years ago.

Another and most important event of 1860 was the completion of the first telegraph line into Omaha via St. Louis.

This line was built by Edward Creighton, who later won a fortune and a national reputation in building the first telegraph line to the Pacific coast. Engaged in this business he went by coach to Salt Lake City, where he succeeded in interesting Brigham Young in the project and from Salt Lake City to Sacramento, California, he travelled on horseback. Imagine, if you can, the perils and hardships of that terrible trip over the mountains. He succeeded, however, and returned to Omaha. He died here several years later and his wife gave \$200,000 to begin Creighton College as his memorial.

TWENTY-THIRD LESSON.

REOPENING OF THE PUBLIC SCHOOLS.

The vigilantes who hung Bouve inspired the thieves and gamblers flocking into the new and defenseless town with a most wholesome regard. Few desperadoes needed more than one hint from that committee to leave town. One young man, who was caught trying to steal, had a rope put around his neck by which he was drawn up to the limb of a tree, but some one cut the rope and he fell into a snow drift. While the crowd shouted with laughter the thief took to his heels and never was seen in Omaha again.

In 1863 a boy gathering drift-wood on the river bank north of the town found the body of a murdered man. The murderer proved to be a man named Tator. He was brought to Omaha for a trial and was defended at Court by A. J. Poppleton; he was convicted and sentenced to be hanged. When the time came to execute the man, the Sheriff sent for a company of soldiers from Iowa to help him preserve order. Then the Sheriff and the City Marshal took the prisoner in a buggy out to a place near Sulphur Springs and hung him. This was the first legal execution in Omaha. The second was the execution of a man named Baker who murdered his room-mate, and after robbing the dead body set fire to the house to conceal, if possible,

his crime. This man was hung a few blocks west of the High school on St. Valentine's day in 1868.

In 1865 the city donated the lots where the Union Pacific shops stand, to the railroad as an inducement to the road to locate its shops here. Thomas C. Durant, the first General Manager of the Union Pacific, was a good friend to the youthful town, and another good friend from its earliest days was James E. Boyd, then a young man establishing a reputation for good work in any branch he undertook. He was largely interested in the construction of the Union Pacific and also the Burlington road to Lincoln.

By this time a police force was a necessity and so the city council appointed four policemen to guard the town. Colonel Lorin Miller was Mayor then and he was a terror to evil doers, making the rough element which crowded into town with the laborers on the Union Pacific, stand well in fear of him.

But the men who were so busy improving the town all these years did not forget the children, and in 1863 the public schools were reopened and have never since been closed. The first one was a one room, one story frame building which stood at the southwest corner of Jefferson Square, and was crowded to excess from the first day it opened. Later, ground on Cass street where the Cass school now stands, was purchased and the little frame building

was moved over there, where it remained for fifteen years. It was then moved up to Burt and Twenty-Second street (where it was used for a stable), and the present Cass school erected.

Brownell Hall was also organized in 1863 and '64 by the Episcopal Church Society, and occupied a building out on Saunders street near the present Saratoga School. From there it removed to Sixteenth Street, between Jackson and Jones, and again in 1885 and '86 to its beautiful home of to-day on Tenth Street.

The Catholic Societies also started several schools in rented rooms, one especially, down on Eighth Street, near Harney, while they were waiting for the churches to be built.

The Pacific School was the first brick school building owned by the city, and Mr. Beals, who is now teaching in the High School, was its first principal. The Izard School was the second building, but these schools were not ready for occupancy until 1872. Before that time Omaha had several newspapers. One was called the Tribune, which later became the Republican, and another—The Herald—was published by Dr. Miller, Col. Miller's son. These papers thought it very foolish in the school directors to build a school so far out in the country as Izard and Nineteenth streets. But the school flourished, and so did its nearest neighbor, the Pleasant School nearly a mile away, on Pleasant street, near St. Mary's avenue. Several years

later, when the workmen were laying the foundations for the Dodge school, on the corner of Dodge and Eleventh streets, they exhumed the skeletons of Indians buried in the old Otoe Indian burial ground.

TWENTY-FOURTH LESSON.

ADMISSION OF NEBRASKA AS A STATE.

In 1867 Nebraska's population had increased to such extent that she was admitted into the Union as a State, which added another star to the flag of the Union. Lincoln was appointed capitol by the Legislature. The people of Omaha had become convinced by that time that this was going to become a rich and populous city whether it was capitol or not. Even then it was able to raise \$100,000 towards paying for the Union Pacific bridge, and that, too, soon after raising \$30,000 for an Iowa railroad and \$22,000 to build a city hall and fire engine house.

The removal of the capitol to Lincoln left the building on Capitol Hill vacant, and the Legislature presented it to the city for a High School. But the building was becoming old, and besides being somewhat unsuitable for school purposes was not considered entirely safe, so it was finally torn down and our present High School erected. By the time it was finished it was badly needed, and school was held there before any desks could be obtained,

some of the pupils sitting on benches and some on chairs, while they kept their books under their seats, on the floor.

General Garfield once said, "A school is a bench with a teacher at one end and a student at the other." So, as there were earnest students and good teachers in the unfurnished rooms, the High School fulfilled its purpose and eventually was comfortably furnished with plenty of desks. About this time the river seemed to realize that Omaha was growing very rapidly and needed more room daily, so it kindly changed its channel during one of its spring floods and presented us with Cut Off Island from the State of Iowa.

This gift startled Omaha at first for the people were not so well acquainted with the peculiar ways of the river then, and men watched it with apprehension for many days. Council Bluffs was not at all pleased. It was bad enough to see Omaha getting so far ahead in population without contributing whole islands, and so Iowa claimed the island as belonging to her. It was a long time before either State could secure a title in the courts, but Nebraska finally obtained one in 1890, because the law says the Eastern boundary of this State shall be the middle of the channel of the river. This title however, is still disputed in the courts. Now we call the Missouri's Gift—East Omaha.

The traces of the old river bed are still to

be seen on the island. It made a change in Omaha. Before that people thought this would be a river town like St. Joe or Kansas City. The shifting channel taught them not to depend upon the river for navigation.

After that the river front was given over to railroad tracks and heavy business places, while the residences and lighter business houses moved further west. S. P. Morse's dry goods store was then down on Tenth street, with the other fashionable places, but he moved with the crowd west to Farnam street, near Fourteenth, and from there to his present place on Sixteenth street.

TWENTY-FIFTH LESSON.

STAR SPANGLED BANNER.

In 1814 Francis S. Key, a young American officer, found himself one night a prisoner on board a British ship lying in the Chesapeake Bay, opposite the city of Baltimore.

Fort McHenry guards the entrance to the harbor of Baltimore and from his place on deck Mr. Key could see the British Men-of-War bombarding the Fort. All that night Mr. Key and his friend Mr. Skinner paced the deck watching the flag on the Fort by the flashes of fire from the guns. When the firing ceased, the two Americans were left in cruel doubt as to which side had conquered; but when daylight finally

dawned and they saw the stars and stripes still floating over the Fort, they knew that Baltimore was saved.

While waiting so joyfully for a chance to return to his home, Mr. Key composed the song, "The Star Spangled Banner." The friends to whom he showed it were charmed and gave it to the publishers. From that day on, it has been our National song.

O say, can you see, by the dawn's early light,
What so proudly we hailed, in the twilight's last gleam-
ing.

Whose broad stripes and bright stars through the peril-
ous fight,

O'er the ramparts we watched were so gallantly streaming.
And the rockets red glare, the bombs bursting in air.

Gave proof through the night that one flag was still there.

O, say, does that Star Spangled Banner yet wave,

O'er the land of the free and the home of the brave.

On the shore, dimly seen through the mists of the deep,
Where the foe's haughty host in dread silence reposes.

What is that which the breeze, o'er the towering steep
As it fitfully blows, half conceals, half discloses.

Now it catches the gleam of the morning's first beam,
In full glory reflected now shines on the stream.

'Tis the Star Spangled Banner, and long may it wave

O'er the land of the free and the home of the brave.

And where is that band who so vauntingly swore,

That the havoc of war, and the battle's confusion,

A home and a country should leave us no more?

Their blood has washed out their foul footsteps' pollution.

No refuge could save the hireling and slave,
 From the terror of death and the gloom of the grave,
 And the Star Spangled Banner in triumph shall wave,
 O'er the land of the free and the home of the brave.

O thus be it ever, when freeman shall stand
 Between their loved homes and the war's desolation:
 Blest with victory and peace, may the heaven-rescued
 land

Praise the power that has made and preserved us a Nation.

Then conquer we must, for our cause it is just,
 And this be our motto: "In God is our trust."

And the Star Spangled Banner in triumph shall wave,
 O'er the land of the free and the home of the brave.

TWENTY-SIXTH LESSON.

THE BUILDING OF THE UNION PACIFIC RAILROAD.

The building of the Union Pacific Railroad was of great interest and importance, not alone to Omaha and the Great West, but to the whole nation, and therefore the following detailed account of its construction and completion has been reproduced from the book—*Curious and Important Events of The Past Hundred Years*—published in Chicago about ten years ago.

Believers in the "manifest destiny" of the Universal Yankee Nation were favored with one of the most conclusive and gratifying confirmations of their cherished theory, when that most stupendous work ever introduced by man,

the construction of the Pacific Railroad, was fully consummated. * * *

Notwithstanding the necessity of such a line of communication had for years been repeatedly urged, it was not until 1859 that a bill was carried through Congress authorizing the grand scheme. This bill comprised no less than three great lines, namely: the northern, the southern and the central. But the breaking out of the civil war checked the enterprise. The astonishing development, however, of the precious metals in Nevada, and the travel and traffic that inevitably followed, embodied for the mines of California that imperious need of a cheaper and easier conveyance, into a plan of a continental railway, which had always been popular there. The assumed impracticability of crossing the Sierras did not discourage a few daring, far-sighted engineers; prominent among whom was P. T. Benjamin, the character of whose surveys decided the State Legislature to charter the Central Pacific Railroad Company in 1862. In a short time success crowned the efforts of the friends of the enterprise in Congress; and so in July, 1862, the great continental railway from the Missouri to the Pacific was an assured undertaking. East of Salt Lake City the elevation of the road averages about seven thousand feet above the level of the sea. Most of the country is very rough, destitute of wood and water, and a large portion of the way is through an alkali desert. Tremendous snow

storms in the mountains presented another great difficulty. The spirit of rivalry did its share in stimulating the activity of the Union Pacific Company. The efforts of this company had so far languished during the earlier history of their corporation that little was done till after the closing of the war.

Work on the Union Pacific did not commence till eighteen months after the Central had begun their section of the enterprise. In the spring of 1867, when the snows had melted, the work was resumed by both companies with great vigor, the race being kept up with an ardor that constantly gathered head. The Union was far ahead in respect to distance, but they had to fight against constantly increasing difficulties, while the Central had already overcome the great ones of their undertaking in crossing the Sierras, and could look forward to an open and easy route. The first passenger train reached the top of the Sierras, Nov. 30, 1867. By the time the Western end of the route had reached the lower Truckee, one hundred and forty miles east of Sacramento, the Union had reached a point in the Black Hills, five hundred miles west of Omaha. At the opening of summer, 1868, the two companies were nearly equally distant from Monument Point at the head of Salt Lake, and the emulation between the two gave rise to prodigious efforts. Almost twenty-five thousand men and six thousand teams were engaged along the route between the foot of the

Sierras and Evans' pass. The competition increased as they neared each other, and at last the struggle arose as to the point of Junction. The Central company wished Ogden fixed as the point of Junction and the Union urged Monument Point; the matter was at last settled by a decision in favor of the former. The dangers to which the laborers were subjected, and the necessity of vigilant protection of the track and material of the road, were great and unceasing, owing to the inveterate hostility of the Indians. From Fort Kearney west up the Platte river to the foot of the Black Hills, the road was subject to a continual succession of fierce attacks. Several battalions of United States troops were scattered along the line and found full employment in guarding the objects of their vigilance. It is not to be wondered at that the original pick and shovel, employed in commencing this vast enterprise, should still be looked upon with patriotic interest. They are carefully preserved and bear the following inscriptions: "Pick that struck the first blow on the Union Pacific railroad, Omaha, Dec. 2, 1873. Pickers, Thomas Acheson, Wilson F. Williams, George Francis Train, Peter A. Day."

"Shovel used by George Saunders to move the first earth in the Union Pacific railroad, Omaha, Neb., Dec. 3, 1863. Shovelers, Alvin Saunders, Governor of Nebraska; B. E. B. Kennedy, Mayor of Omaha; J. M. Palmer, Mayor

of Council Bluffs; Augustus Kountze, Director of the Union Pacific railroad."

The following table of distances on the two lines will show the magnitude of this great channel of continental communication: From New York to Chicago, 911 miles; from Chicago to Omaha, Neb., 491 miles; from Omaha, by the Union Pacific, to Ogden, 1,030, and a branch of forty miles to Salt Lake City; from Ogden, by the Central Pacific, 748 miles; from Sacramento to San Francisco, 120 miles. Thus the grand distance by the iron track from Omaha to San Francisco is 1,898 miles. In less than one-half or one-third of the time predicted at the outset of the enterprise, the road was completed—a great feat, indeed, when it is considered that the workmen operated at such a distance from their base of supplies, and that the materials for construction and subsistence had to be transported under such a variety of difficulties.

TWENTY-SEVENTH LESSON.

BUILDING OF THE UNION PACIFIC RAILROAD.

[CONTINUED.]

On the 10th day of May, 1869, the grand historic event took place at Promontory Point, Utah, of uniting the two grand divisions of the trans-continental railway. Early in the morning, says the Chicago Tribune, Governor Stanford and party from the Pacific Coast were on

the ground; at half past eight an engine with a palace and two passenger cars arrived from the East, bringing vice-president Durant and directors Duff and Dillon, of the Union Pacific railroad, with other distinguished visitors, including several Mormon apostles.

Both parties being in readiness the ties were thrown down on the open space of about one hundred feet, and the employes of the two companies approached with the rails to fill the gap. Mr. Stenbridge, sub-contractor, who had been in charge of the building of the Central Pacific, from the laying of the first rail on the bank of the Sacramento, commanding a party of Chinese track-layers, advanced from the West, with Assistant-General Superintendent Corning.

The Chinamen, conscious that the strangers from the far East were watching their movements with curious eyes, wielded the pick and shovel and sledge with consummate dexterity but their faces wore an appearance of unconcern and indifference, wonderful if real, and not the less so if affected. White laborers from the East did their best work but with more indication of a desire to produce an effect, and at eleven o'clock the European and Asiatic soldiers of civilization stood face to face in the heart of America, each proudly conscious that the work was well done, and each exultant over so noble a victory.

Engine No. 119, from the Atlantic, and

Jupiter No. 60, from the Pacific, each decorated with flags and evergreens for the occasion, approached within a hundred feet from opposite directions and saluted with exultant screams. Superintendent Vandenberg now attached the telegraph wires to the last rail, so that each blow of the sledge should be recorded on every connecting telegraph instrument between San Francisco and Portland, Maine.

It was also arranged so that corresponding blows should be struck on the bell in the City Hall at San Francisco, and the last one fire a cannon in the batteries at Fort Point. General Safford, in behalf of the territory of Arizona, presented a spike composed of iron, gold and silver, as an offering by Arizona, saying: "Ribbed with iron, clad in silver, and crowned with gold. Arizona presents her offering to the enterprise that has banded every continent and dictated a new pathway to commerce."

It was then announced that the last blow was to be struck. Every head was uncovered in reverential silence while Rev. Dr. Todd, of Pittsfield, Mass., offered a brief and deeply impressive invocation.

The magnificent tie of laurel, on which was a commemorative plate of silver, was brought forward, put in place, and Dr. Harkness, in behalf of the State of California, presented Governor Stanford the gold spike. President Stanford, of the Central Pacific, responded, accepting the golden and silver tokens, predict-

ing the day as not far distant when three tracks would be found necessary to accommodate the traffic which would seek transit across the continent, and closing with the happy summons:

“Now, gentlemen, with your assistance, we will proceed to lay the last rail, the last tie, and drive the last spike.”

General Dodge, in behalf of the Union Pacific railroad, responded as follows:

“Gentlemen:—The great Benton prophesied that some day a granite statue of Columbus would be erected on the highest peak of the Rocky mountains pointing westward, denoting this as the great route across the continent. You have made good that prophesy this day. Accept this as the way to India.”

Mr. Tuttle, from Nevada, presented a silver spike on behalf of the citizens of that State with the following remarks:

“To the iron of the East and the gold of the West, Nevada adds her link of silver to span the continent and wed the oceans.”

Thereupon, Superintendent Coe, in behalf of the Pacific Union Express, presented the silver hammer or sledge with which to drive the last spike.

Governor Stanford and Vice-President Durant advanced, took in hand the sledge, and drove the spike, while the multitude stood silent. Mr. Miles, of Sacramento, chairman of the meeting, announced the great work done.

The silence of the multitude was now broken and a prolonged shout went forth, which, while it yet quivered on the gladdened air, was caught up by the willing lightning and borne to the uttermost parts of the earth. Cheer followed cheer for the union of the Atlantic and Pacific, the two Pacific railroad companies and their officers, the President of the United States, the Star Spangled Banner, the laborers, etc. A telegram announcing the grand consummation, was sent at once to President Grant and one to the Associated Newspaper Press immediately followed, worded thus:

“The last rail is laid, the last spike driven, The Pacific railroad is completed.”

TWENTY-EIGHTH LESSON.

RECEPTION OF THE NEWS.

The news of the completion of the road created great enthusiasm in all the cities of California. In San Francisco the event was celebrated in a manner long to be remembered. All the Federal forts in the harbor fired salutes, the bells being rung and the steam whistles blown at the same time. The procession was the largest and most imposing ever witnessed in San Francisco, both city and harbor being decorated in fine style. At night the whole city was brilliantly illuminated.

At Sacramento the event was observed with marked demonstrations. The city was

crowded. The Central Pacific had thirty locomotives gaily decked and as the signal gun was fired announcing the driving of the last spike of the road, the locomotives opened an overpowering chorus of whistles, and all the bells and steam whistles in the city immediately joined in the deafening exhibition.

Chicago, New York, Philadelphia and many other cities had grand parades, that of Chicago being over four miles in length. A history of Omaha, published in 1870, gives this account of the demonstration in this city:

“Invitations were issued to numbers of individuals, associations, etc., outside of the city to participate in the celebration, most of which were accepted, and, upon the morning of the 10th inst., the whole city was fairly alive with excitement. Crowds of visitors were arriving every hour, and the streets were thronged with eager and anxious faces. It had been so arranged that wires were attached to the last spike in such a manner that when the blow was struck which finished the work, instant communication could be had with the telegraphic offices throughout the country.

“An instrument had been placed on Capitol Hill near Captain VanLanningham’s battery, and a salute of one hundred guns was to be the signal for the commencement of the exercises. At twelve minutes past one p. m., the cannon thundered forth the joyful tidings, and twenty minutes later the grand procession began form-

ing on the corner of Ninth and Harney streets, and at 2:30 p. m., commenced the line of march to Capitol Square.

“Generals Auger, Switzer, Ruggles, Alvord, Barriger and others led the van with the entire command stationed at this point. The Masonic Order, comprising the lodges of Omaha, Bellevue and Fremont came next, followed by the Odd Fellows. Then came, in regular order, the Knights of Pythias, Frontier Hook and Ladder Company of Fremont, Durant Steam Fire Company (the engine elaborately and beautifully dressed); Fire King Company No. 2; Pioneer Hook and Ladder Company; Omaha Engine Company; the different trades societies of the Union Pacific Company, with banners and mottoes; the Turnverein of Omaha; United Irishmen; telegraph corps in an immense wagon. Everything typical of their profession was with them; telegraph poles with wires stretched across and instruments with operators at the keys. In due order came the officers, followed by the General Superintendent, with heads of the various departments of the Union Pacific railroad; then State officers and Justices of the Supreme Court, the President, Vice President, and orators of the day, invited guests and committee of arrangements, all in carriages, mounted citizens, the express and transfer companies. Among the coaches was one wellladen with trunks and outfitted for San Francisco. The inscription “Through to California in

eighteen days," was very conspicuous. The driver was rigid in his traveling suit and beside him sat Jules Eccoﬀy, Esq., dressed in true hunter style, buckskin coat, leggins, rifle and all, indicative of the style in which our coaches were guarded a few years since when the noble (?) red man was constantly upon the war path. The sides and boots of the coach were placarded 'For Sale' an indication that the mode of 'crossing the plains,' had been changed and that the lumbering 'Prairie Schooner' must give way to the swifter-footed locomotive. Various other bodies completed the line, which was about two miles in length.

"At 3:30 o'clock the procession reached Capitol Square and began forming around the stand. At least ten thousand people were present and on every hand the utmost order and decorum prevailed. The speakers stand was located about two hundred feet from and facing the capitol building and was festooned with American flags, while at intervals were spherical plates bearing the names of Casement, Hoxie, Dillon, Durant, Snyder, Frost and Reed. On each side of the rostrum, which projected from the main stand, were large canvas frames bearing the mottoes: On the right, 'The day we celebrate begins a new era in the world's commerce,' and on the left, 'Omaha and San Francisco! What God has joined together let no man put asunder.'

"The meeting was called to order by Gene-

ral O. P. Harford, who introduced Ex-Governor Saunders as President. The speakers were General Clinton B. Fisk, of Missouri; General Manderson and Judge Wakely, of Omaha. The exercises closed with the Doxology, 'Praise God from whom all blessings flow,' sung by the entire assembly. The illumination was one of the grandest spectacles conceivable. Nearly every house in the city was dazzling with brilliance; many of them showing that much care and labor had been bestowed upon them. The most attractive of all, however, was the Capitol building, its prominent position and its high dimensions rendering it noticeable from every quarter. Every pane of glass in its four score windows contained a dozen candles, and from pedestal to dome the whole building seemed a fit token of that enthusiasm which was so prevalent everywhere. The whole celebration was in accordance with the great event it was designed to honor and reflected great credit upon its managers."

TWENTY-NINTH LESSON.

THE BRIDGE.

The first bridge over the Missouri was the Union Pacific bridge, begun in 1869 and completed three years later. Pictures of it advertised Omaha far and near. Over it merchandise for the Great West beyond us was transported

for years, and this traffic grew with astounding rapidity. Indeed the growth of this country throughout is the greatest marvel known to history. As the traffic increased locomotives were made heavier and heavier to accommodate it, and the bridge proved too light. It remained standing all right till one morning in August, 1877, when a terrible storm came sweeping down the river. It struck the bridge with a rush and a roar and tore out two spans on the eastern end, burying one span seventy feet in the river sand where it lies to-day. The other was twisted and bent as if its heavy iron rails and beams were slender wire nettings.

The bridge watchman, John Peterson, went down with the bridge, but fortunately was not injured. He struck out bravely for the shore and reached it in time to warn an approaching train of danger ahead. This is the nearest approach Omaha has ever had to a cyclone. A cyclone is a revolving windstorm but this was simply a straight wind blowing with great fury.

The bridge was repaired and a new bridge built close to the side of the old bridge.

The bridge at the foot of Douglas street was built for the Motor Company in 1888. The completion was celebrated by a holiday and a procession over the bridge. You may remember seeing in that procession one of the old overland stages with a load of Omaha pioneers. When the long line of carriages reached the bridge, it was saluted with long and ear-split-

ting shrieks from every steam whistle in Omaha and Council Bluffs. The big whistles roared and the little ones squeaked; bells were rung, bands were playing and people were cheering. The days of the old ferry boat were gone forever.

Mr. Peterson, who has had charge of the Union Pacific bridge ever since it was built, gave the following interesting account of the place to the Bee recently.

The bridge seems like home to me; I know every inch of the bridge, and every bolt and brace and stringer is as familiar to me as the members of my own family. I don't know just how many trains go over the bridge in a day, but there cannot be many short of one hundred and fifty, including all. An ordinary passenger train passes a given point on the bridge in about a minute, and a freight train in about three minutes. The trains run slowly so as not to rack the bridge, but that is not because it is weak or because it would be dangerous to run fast. There is a little more vibration when a train rolls over it at a higher rate of speed but there is no swaying nor trembling. The engineer who built the bridge said that a cyclone might move it but I am satisfied that nothing else would. I was here when the blizzard struck it in 1888 but it did not affect the bridge at all. The company took the dummy trains off because they were afraid the wind would blow them off the bridge. That was an awful night.

You could not see your hand before your face. The hills cut off the worst of the storms from the signal office, but it comes down this valley with nothing to stop it. I actually believe it is the coldest spot this side of the North Pole. There is weight enough in the bridge to hold it down and there is not so much surface exposed to the wind as one might suppose. There is something funny about the Missouri; it gets shallower or deeper both ways at a time. What I mean by that is this. When the river rises the increased volume of water makes it cut at the bottom and washes the bed deeper; and on the contrary when the river falls and there is less current, there is a heavy deposit of sediment and the bottom is raised accordingly. I have watched it here for years and measured it daily and I know that this is the case. There is something very strange and erratic about the river's actions. One day it will fill in a sandbar, and the next it will wash it out again and leave a hole forty feet deep. You never know what to count on when the Missouri River is in question.

THIRTIETH LESSON.

THE CORRAL.

Until 1867 boats arrived more or less regularly according to the amount of water in the river. When the people in town heard a boat whistle, as it rounded the bend just below Her's

distillery, a crowd would rush down to the landing and generally have a dance on board while the boat was being unloaded.

To connect with these boats, stages were run east into Iowa and west on the Military Road as far as the road was built. James Stephenson owned and drove some of these stages.

Many of you remember the exhibition of a coach being attacked by Indians, when Buffalo Bill gave his Wild West Show out on the fair grounds, but the genuine Indian attacks were not so pleasant to encounter. Perhaps the children in the little school on Jefferson square heard his whip cracking over the four horses, which, starting from the Herndon House, went dashing gaily up Thirteenth street to Cuming and west on that street to the Military Road.

How strange to think that over the same streets where we ride in electric motors they traveled in stages with knives in their boots, revolvers in their belts and guns in their hands. And this too, only a few years ago.

The shifting channel and varying depth of water also taught the people not to depend upon the river to bring the supplies which were needed in constantly increasing quantities, so the first train to reach Omaha was welcomed very heartily if not so enthusiastically as the boats.

The Chicago & Northwestern railroad was the first to reach Omaha, followed the next

year by the Chicago, Burlington & Quincy. These trains ran into Council Bluffs and the passengers were brought over the river by the ferry or over the ice. The cars were miserable affairs and the roads were rough, jolting the unfortunate passengers without mercy, but the improvement has been steady, and to-day no Emperor rides through his kingdom more comfortably than does the Omaha child who leaves the new Tenth street depot in a Pullman coach.

For convenience in arranging the troops of the regular Army, the United States is divided into several departments, as they are termed, and each department is in charge of a general. This part of the country is in the Department of the Platte and the General commanding is stationed at Fort Omaha, three miles northwest of town, with several regiments of soldiers. All the soldiers of the regular army are fed, clothed and armed by the government and the Quartermaster is the officer who has charge of all these purchases. His office is called the Quartermaster's Depot.

Previous to 1879 the Quartermaster for the Department of the Platte had his office down by the river, north of Webster street, but the ground was frequently overflowed, which made it bad for men, horses and supplies, so General Meyer, who was then Quartermaster decided to move out of town.

When this became known to the business men, they realized the loss of that depot meant a

loss to the city and they rushed around to find a suitable spot to offer the government as an inducement to remain. Five acres at Twentieth and Poppleton avenue, then far out in the country, were secured and the government accepted them. The grounds are enclosed in a high fence and a sentinel is stationed at the gate, who allows no one to pass within without a permit.

You are accustomed to hear this place spoken of as "The Corral." While large quantities of the supplies for the Department of the Platte are purchased in the East, the trade with Omaha amounts to thousands of dollars annually.

It is not so many years since the soldiers were needed to guard us from Indian attacks. Great alarm was felt here in 1862, when the First Nebraska was away at the war and the Sioux Indians attacked the settlers in Minnesota and Dakota. Mayor Armstrong organized the Second Nebraska Regiment, then to go to the relief of those settlers. Later alarm was felt here over a rumored attack of Missouri Guerrillas. Several other alarms have been known, that of 1890-91 being the latest and least.

THIRTY-FIRST LESSON.

OMAHA AS A PORT OF ENTRY.

[Taken from the World-Herald.]

Omaha has no great ships which go out to sea. It has no dock, no wharf. No such thing as a mast ever rose near the city. It has no little ships which go out to sea. It has no sea. It has not even a steamboat. And yet Omaha is a port. There is at least one difference between Omaha and Boston. Boston has a custom house because it is a port and Omaha is a port because it has a custom house.

When Omaha was first made a port there was a little water mixed up in it. This was furnished by the Missouri. S. A. Orchard was the first surveyor of customs and about all he had to do, he says, was to measure the small adventurous steamboats on the river, license the boats and collect their licenses. He rented the postmaster's old hut and used that for an office. Importations bothered him very little and duties less, for when people here did take a notion to get something from Europe the article was appraised at New York and the amount of duty named, so Mr. Orchard had no ciphering to do when it arrived here. All he had to do was to hold it until the duty was paid. But things did not come from Europe very often and Mr. Orchard was left chiefly to the steamboats.

All this is changed now. The steamboats have gone. The river has become muddier than ever; but Omaha has grown to be a port of far more importance than it was twenty years ago, when Mr. Orchard was appointed surveyor by President Grant.

“The basement of this building is a government warehouse and the government requires the doors to be kept locked and only United States officials and employes in this building are entitled to keys, and all such persons are requested to close the doors after them when passing in and out. All other persons than those specified herein having keys and using them will be considered trespassers.”

This is the voice of the United States, speaking through W. H. Alexander, surveyor of customs, and therefore it would probably be unwise to go prowling about the basement of the post-office building. More unwise still would it be to get into the building for it is hard to tell what the United States would do with a trespasser. The best authorities state that the government has no use for one. Then, one would not see much if he did get in there. He would be inside a United States custom house but he would see, even when he got into this basement with that threatening language on the door, only six casks of brandy, two casks of whiskey, five barrels of whiskey, two casks of wine, twenty-four cases of champagne, some cigars, twenty-five bales of leaf tobacco, and

one case of pin heads. All this might taste very well except the pin heads, but it is no sight to see a row of barrels.

It must not be supposed, from this small invoice, that importations into Omaha are light. These are simply articles that the importers do not wish to pay the duty on and use immediately and so they are stored by the government until such time as the importer wishes to take them out, provided it is not too long. Omaha, for a city of its size, does a splendid business in imports, the value of foreign goods shipped in here being of the value annually of \$175,000.

The name, port, being applied to sea-coast towns of entry to foreign goods and where, originally, all duties were collected, attached itself naturally to inland cities, when the growth of the interior rendered it expedient to make them points to which foreign goods might be directly shipped.

There is now probably an average of more than one such inland port to every State. Nebraska has two, the other being located at Lincoln.

THIRTY-SECOND LESSON.

OMAHA AS A PORT OF ENTRY.

[CONTINUED.]

Some may be curious to know just how a consignment of goods comes from a foreign city to an inland port such as Omaha. The shipper makes four invoices. He takes one to the

United States consul nearest to him and swears that it is correct. To this the consul certifies and the invoice and certificate are sent to the surveyor of customs at the port of delivery. Another invoice is sent to the consignee, another to the port of delivery, and a fourth to the port of entry. When the goods arrive at the port of entry, the custom house officers there see that the goods correspond apparently with the invoice. They are then sent on to their destination in bond. That is, the railroad or express company transferring them gives a bond to the United States that it will deliver the goods to the surveyor of customs at the point of destination in as good condition as received from the custom house officers at the port of entry. All this time the goods are under custom house locks and with these locks no railroad or other company has a right to tamper; nor with the goods either. If a car going to San Francisco, containing imported goods in bond, should become disabled, the company could not transfer those goods to another car without first sending for a customs officer to unlock the door, break the seal and superintend the transfer of the goods. When a train is wrecked with imported goods on board it is the first duty of the company to send for a customs officer to handle the goods, note damages, if any, reseal and relock them and see them properly forwarded. The doctrine is, that from the time goods are given to a trans-

portation company operating on the sea until the duties are paid at the port of destination they are under the custody of the United States and are to be handled only by United States officers. Any tampering with locks or with goods in bond is punishable by a fine of \$5,000 and imprisonment. Any deviation from this rule is permitted only on the most stringent necessity. The custom house locks are very compact brass and ingenious contrivances. They are not only locked in a peculiar fashion, but they are so made that they contain a registry number which can be seen by lifting up a little brass plate at the side. Every time the lock is unlocked the number changes. When goods are given to a railroad company the car doors are locked with these locks and to the carrier is given what is called a manifest, showing the number and the register number of each lock. When the goods arrive at destination, the customs officer sees if the registers agree with the manifesto. If there is a difference it indicates that the locks have been tampered with, and an investigation is in order. All imported goods come addressed to the surveyor of customs with marks on them indicating the consignees. As soon as they arrive the surveyor immediately notifies the importer, who then has forty-eight hours in which to come and make his entry. If he does not do so by the end of that time, the surveyor is authorized to place the goods in some ware-

house as unclaimed goods and at the expiration of three years, if they are not claimed, they are sold at auction to satisfy the duty, 10 per cent. being added to the duty for each year held. If the goods sell for more than enough to liquidate the duty, the surplus goes into the United States treasury.

Sometimes when goods arrive the importer does not wish to take them out and pay the duty on them. In this case he makes out what is called a warehouse entry and the goods are stored. It is not expedient for the United States to do storing, except on a very slight scale, hence to accommodate this class of importers, private individuals set apart certain rooms or buildings and give a bond to the United States that all goods stored therein will be delivered to the United States again for delivery to the importer in as good condition as when received. These are called bonded warehouses. The proprietors make their money by charging the importers for storage. Omaha has a bonded wareroom in the Bushman Block, on Leavenworth street, between Tenth and Eleventh streets. Property thus stored can be taken from the warehouse a little at a time by warehouse withdrawal entries, the duty paid only on what is taken out and consumed: In every case a custom house officer must be present to unlock the doors, appraise the goods taken out, and collect the duty. When an importer wishes to take out his goods as soon as they

arrive, which is generally the case, he makes what is called a consumption entry, pays the duty and receives his property.

Whenever the importer makes his entry, be it warehouse or consumption, he gives a bond that he will pay the duty on the goods. This is held until all duties are liquidated. It is not expected that any imported articles shall be carried through the mails. If, however, a foreign package which seems to be more than a letter arrives at a postoffice, the postmaster is expected to send notice of it to the nearest surveyor of customs. He will then be instructed, probably, to open the package in the presence of the one to whom it is addressed, and report the contents. If they are of the value of more than one dollar, the surveyor will state the amount of duty and the postmaster will collect and forward it. Using the mails for this purpose is considered suspicious, and if done by the same party twice the goods will probably be seized.

The custom house has been located in the post office building since its completion in 1873. The salary attached to the surveyorship is a nominal one of \$350. It is supplemented by fees collected, but in no case can the total income of an inland port exceed \$5,000.

THIRTY-THIRD LESSON.

THE LIBRARY.

Previous to 1871, Omaha had no public library, but during that year four gentlemen, John T. Edgar, Nathan Shelton, Albert M. Henry and Nathan Swartzlander formed a Board of Directors, and organized a library.

Mr. Edgar, who was a genuine book lover, generously donated his own valuable private collection of books for a beginning. A portion of the third floor of L. B. Williams dry goods store, on Fifteenth and Dodge streets, was rented and a Miss Sears was installed as librarian. The rooms faced the west and were reached by two long, steep stairways opening on Dodge street. To support the library a small sum was charged each patron, but the library was not widely patronized. Finally, other arrangements were made whereby the city paid the expenses.

The present tax of one mill on a dollar is no burden to the citizens, and is the means of affording a library we may all feel proud of. Mr. Edgar remained in Omaha long enough to see the enterprise in which he was so much interested, firmly established; later, he was appointed United States Consul to Beiruth by President Arthur, where he died before the expiration of his term of office.

The increasing number of visitors made larger quarters desirable and the library was

moved over on Douglas street near Fifteenth, in 1885, and after remaining there three years, was again moved to the Paxton Block.

In the spring of 1891, Byron Reed, one of the pioneers of the town, died; he bequeathed to the city his valuable library and a rare and beautiful collection of curios and coins. By this legacy Omaha comes into possession of one of the most valuable collections of coins in the United States. Mr. Reed also gave a lot, upon which it was stipulated the Library Association should erect a suitable building. The Association have purchased the adjoining lot and another year will give us a beautiful home for these riches.

Eight years ago, when Miss Jessie Allen became Librarian, the library consisted of 4,000 books; to-day there are nearly 30,000. The Directors have requested suggestions in the purchase of books for the special departments from men whose experience makes them particularly and practically skilled in that line. As, for instance, the books in the department of mechanics have been suggested and superintended by John Wilson, Superintendent of the Union Pacific machine shops; E. M. Bruce suggested books on chemistry; Frank Irvine on the legal library; Mr. Henshaw on philosophy and theology; Prof. Lewis on political and social science; J. P. Metzger on French literature; Dr. J. E. Summers, Jr., on medicine and surgery. Little cards are to be found on the desks of

the library requesting people to name any book they desire to read, which is not in the library. Students of Shakespeare can find a valuable collection of Shakespeariana to aid them. Wise and thoughtful people are daily looking for desirable additions to these lists and Omaha, like a kind parent, says: "Come, my children and share my treasures."

THIRTY-FOURTH LESSON.

DISTINGUISHED VISITORS.

Omaha has had the pleasure of welcoming two Presidents to her homes, although four or five have really been here. President Arthur stopped here a few moments only, on his way East from a trip to the Yellowstone National Park, and President Hayes was here also for a short time, but no demonstration was made in either case. Gen. Grant made a visit here when he was returning from his trip around the world, but that was after he had been President. Four years of warfare and eight years in the White House had given the General a right to a vacation. Starting East from New York he visited all the principal places of the Old World, and, crossing the Pacific, reached San Francisco in the fall of 1879. The journey was one long series of ovations and honors which rulers and people had vied with each other in bestowing. Gen. Grant arrived in Omaha one morning in

October and the Bee, of that date, says the train was saluted by whistles and cannon as it pulled into the depot. Immediately upon arriving, the General and his friends, with a number of gentlemen of this city, entered carriages and were driven about the city. A stand was erected at Fourteenth and Farnam and Grant reviewed the parade there, and then went on to listen to speeches and music on Capitol Hill. In the evening there was a banquet at the Withnell House which stood then on the southwest corner of Fifteenth and Harney streets and was the finest hotel in the town after the Grand Central was burned, till the Paxton and Millard were built. Grant spent the night at the fort. The next day, being Sunday, General Grant attended the services at the old Methodist church, which still stands on Davenport street, west of Seventeenth street, and which, on that occasion was crowded to excess. The next morning the Chicago, Burlington and Quincy sent a beautifully decorated train to carry him to Chicago, the display of flowers and fruits in the dining car being one of the finest ever seen in this town.

Six years later President Cleveland received a hearty welcome here, but he only stayed long enough to drive about the city with his pretty and popular wife at his side. The schools were closed that day to enable the pupils to join in the welcome.

The 13th of May, 1891, President Harrison

was given a reception here that surprised him. He had visited the city seven years before, but the Omaha of 1891 is far from being the Omaha of 1884. The gaily decorated stand, on the corner of Seventeenth and Farnam, from which the President, Postmaster General Wanamaker and Secretary Rusk addressed the crowds in the street below, could not have had the Court House for a back-ground.

Only a few frame cottages occupied the land where the Court House, the Bee Building and the New York Life Building tower to-day. Where Morse's store and the beautiful Commercial bank Building are located, was a long, rambling, rickety old two-story frame house, built by John I. Redick twenty years ago for an opera house, and later used for a City Hall. The little pioneer Congregational church formed the northwest part of this building and was, with it, demolished about four years ago.

Instead of struggling through the mud of those days, President Harrison rode over miles of paved streets, amid cheers and salutes from thousands of people, anxious to honor the Chief Magistrate of the greatest nation on earth. The school children were gathered on the historic High School grounds on the very spot where one man in the crowd remembered seeing three hundred Indians camped, thirty years before, making dog soup for a feast.

In place of the Indians, General Harrison saw thousands of children saluting him with

flag and handkerchief. He could not stay long but he spoke a few pleasant words to his "little friends," and then drove away to Ex-Governor Saunders' home on Sherman Avenue, where a reception was held for a few hours. Late in the afternoon the party left Omaha for that home in Washington which has sheltered our Presidents for nearly a hundred years.

THIRTY-FIFTH LESSON.

MEMORIAL SERVICES.

Henry Fontenelle, an educated half-blood Omaha Indian, has given the Nebraska State Horticultural Society the following sketch: "Blackbird was the first great chief known to white people and his memory is held sacred by the Omahas for his rare intelligence and good traits. He held supreme command over his people. His words were law and obeyed as such. At the same time, he is remembered as a good and gentle disposition and loved by his subjects. Blackbird and Ta-ha-zhonka were the first Omaha chiefs that made a treaty of friendship and peace with the Governor of the Territory of Louisiana, at St. Louis, where a recognition of his being chief of the Omahas, was given him by the Governor on paper, the date of which we forget. It is still kept by his descendants as a sacred relic. At this time a portrait of Blackbird was painted, which at the

present time, hangs in the Palace of the Louvre at Paris, France. Not many years after that time he returned from a visit to the Pawnees at their village on the south side of the Platte River, opposite the present site of Schuyler, Neb. The Pawnees at that time, were visited by that terrible scourge—the small pox. Black-bird took the disease as soon as he arrived home and died in a few days. His last request was that he should be buried on the high bluff, overlooking the Missouri, so that he could see the white people in their travels up and down the river, as he was very fond of them.”

It has been supposed that the “high bluff overlooking the Missouri” referred to, was on Sixth street near Center in Omaha, and that he was buried in a sitting position on the back of his favorite horse, but this is not sure. Others claim that he is buried about twelve miles north of Omaha. His burial, however, is the first notable one that occurred in this vicinity. The first burial that we are really sure of, was that of a poor old Indian squaw, who was abandoned by her people and left to die among strangers. The brick yard men buried her down on Tenth street where Turner Hall stands. Since that time Omaha has mourned for many who have gone over the death river.

R. C. Gaylord, that good man who “brought Sunday over the Missouri river,” sleeps on Prospect Hill, with many of his old-time friends and neighbors.

Bishop Clarkson lies under the south wall of Trinity Cathedral, which he loved and labored for.

Business was generally suspended and the city united in respectful tributes to the brave firemen who lost their lives in the Grand Central Hotel fire.

Three times, especially, have we shared the National sorrow and paid our tributes of love and admiration to heroes: Lincoln died in Washington, D. C., in 1865, but he was taken to his old home in Springfield, Illinois, for burial. While services were being held there, the people of this town gathered in the Capitol Building for solemn memorial services. Omaha was a small frontier town then, and the few poor stores, could supply but little mourning material; what they had was draped about the Capitol and the demonstration, though not extensive, was very sincere.

It was a pleasant summer morning in 1881, when Omaha was startled by the telegram announcing the dreadful news of the attack upon President Garfield. It was the second time in our history that the President was to meet death at the hands of an assassin, and public indignation was intense all over our land. In Omaha the bulletins displayed at the newspaper offices were watched eagerly for days while the President was fighting death so many miles away. After two months of suffering, he died, and then, on the afternoon of a quiet September day, crowds of people passed along the black-

draped streets to those High School grounds, where so many meetings, both sad and joyful, have taken place. There, they listened, silently and sadly to prayers, dirges and funeral orations, while in Cleveland vast multitudes followed the dead President to his grave.

Four years later, in 1885, the city was again draped in mourning. Flags floated at half-mast, bells were tolled and solemn services were held for our best-loved hero, Ulysses S. Grant, who suffered and died on Mt. McGregor as bravely as he had, so often, faced death on the battle field.

And every year, on the 30th of May, we gather flowers to decorate the graves of those whom we

“ Have loved long since
And lost awhile ”

THIRTY-SIXTH LESSON.

OMAHA TO-DAY.

It must be very difficult for a stranger in Omaha to-day, to realize that less than forty years ago this busy spot was only an Indian village. What its future is to be no one can foresee, but prominent men are predicting a great city here.

Chauncy Depew, one of America's bright men, has pointed out this place on his map, within the last few weeks as the place where a

great city is sure to be some day. In 1890 the Board of Trade issued a beautiful souvenir of Omaha, in which is given the following sketch:

“Compare the past, when Pattison wrote, to the present. Instead of a village, Omaha is now a city of 140,000 people. For the path through the tall, rank prairie grass, there are more than sixty miles of paved streets, making Omaha one of the best paved cities in the Union, with a sewerage system of more than eighty miles. For the flat-boat of W. D. Brown two great bridges span the Missouri river, and two more will soon be added. The desolate prairie has been filled with elegant and costly dwellings. The log tavern has been replaced by the Millard, the Paxton, the Murray, and many other fine hotels. The streets are lined with business blocks equal to any city in the world.

“The ‘wandering post-office’ has found rest in a handsome stone structure where millions of money are annually handled. This will be replaced by a building costing nearly two million dollars occupying an entire block for the business of the government.

“The great Union Depot is a fitting counterpart of the new Federal building. The brick yard has developed into many manufactories—one, the largest of its kind in the world—supporting an operative population of nearly seventy thousand persons. From the rude saw

mill, Omaha ranks as the third largest lumber market in the United States.

“The tri-weekly line of stage coaches between Council Bluffs and Omaha has been superseded by a ten minute service of electric motor cars. Ninety miles of track are operated by the street railways of Omaha, by horse, cable and electric power—the companies employing nearly seven hundred men.

“Over one hundred daily trains move into and out of Omaha, handling upward of five million passengers every year. Telegraph wires hum their messages in every direction from the North to the South; from the Orient to the Occident. The Burlington and the Missouri Pacific are the connecting lines between Omaha, Council Bluffs and Galveston.

“The Omaha railway systems control more than three hundred thousand miles of track; employ thousands of operatives and transport annually millions of freight and passengers. The locomotive has whistled away the steamboat, the Indian and the wolf. The camp fires of the Omahas, the Pawnees and the pioneers have disappeared before the electric light.”

In 1891, Edward Rosewater, of the Bee, addressing the Nebraska State Business Men's Association, made the following statements:

“Some of you have seen the transformation of the past ten years. Ten years ago there was no paving, no sewers, no water works here.

To-day Omaha has the finest paved streets of any city of her size in America.

“The water works company has just put in the largest pump in America, at a cost of \$120,000. It will pump 20,000,000 gallons per day and is a marvel. The water mains are 159 miles in extent.

“The wholesale business is extensive. In the way of manufactures we cannot boast of as much as the older cities of the East, but a wonderful amount is done here. We did fifty-four million dollars business in that direction last year, of which twenty millions represents the smelter, which has no superior on the globe.

“Six years ago the city of South Omaha, the Magic City, was only a farm with one or two houses, where now is a population of ten thousand and some of the finest packing houses in America. Twenty years ago, one small packing house, with a total capital of \$2,000, was all Omaha had of that branch of business, and six years ago James E. Boyd was comparatively the only packer in Omaha. Now pork packing at South Omaha amounts to more in a week than was done in that business in Omaha in a year.

“Our banks have constantly on deposit fifteen million dollars, and two hundred and fifty millions annually pass through the clearing house. We promise well to shortly rank next to Chicago in financial matters as well as a packing center.

“What Omaha lacks in property she makes up in energy, and as years roll by your association will see the result at your yearly meetings.

“A move is now on foot to lay a pipe line from the great western oil fields of Wyoming to Omaha; eastern capitalists are now looking into the matter. Omaha will be the center of refineries, and instead of importing will export the oil of the West. With it will come cheap fuel and with that manufactures.

“Omaha looks back thirty-six years, yet the future is still bright and full of promise. It will be the center of civilization, with no other large city this side of the Rockies.”

And this place of promise is our home—
Omaha.

THIRTY-SEVENTH LESSON.

LINCOLN'S ADDRESS.

July 1st, 1863, the Northern and Southern armies met in terrible battle at Gettysburg, a small town in the Southern part of Pennsylvania. Thousands of soldiers died and were buried on that battlefield. Four months later a great meeting was held there to consecrate that ground as a cemetery. President Lincoln delivered the following address:

Four-score and seven years ago, our fathers brought forth upon this continent a new nation, conceived in liberty and dedicated to the proposition that all men are created equal.

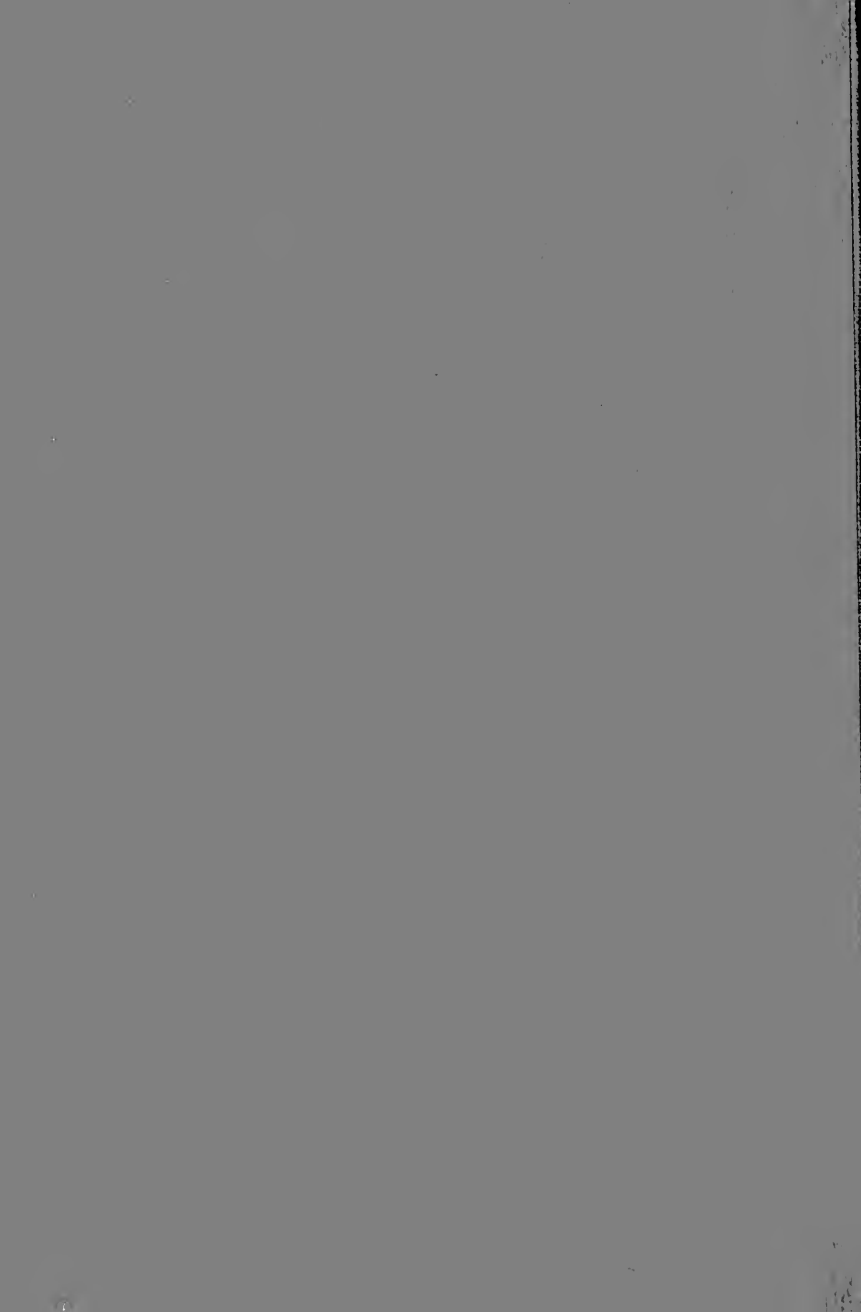
Now, we are engaged in a great civil war, testing whether that nation, or any nation so conceived and so dedicated, can long endure. We are met on a great battlefield of that war. We are met to dedicate a portion of it as the final resting place of those who have given their lives that that nation might live. It is altogether fitting and proper that we should do this. But in a larger sense we cannot dedicate, we cannot consecrate, we cannot hallow this ground. The brave men, living and dead, who struggled here have consecrated it far above our power to add or detract. The world will little note nor long remember what we say here, but it can never forget what they did here. It is for us the living rather to be dedicated here to the unfinished work that they have thus far so nobly carried on. It is rather for us to be here dedicated to the great task remaining before us, that from these honored dead we take increased devotion to the cause for which they here gave the last full measure of devotion; that we here highly resolve that these dead shall not have died in vain; that the nation shall, under God, have a new birth of freedom, and that government of the people, by the people, for the people, shall not perish from the earth."

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