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STOCK RAISING ON SALT CREEK, NEBRASKA.

LINCOLN, Neb., May 25th.—About the 20th of March I took the train from here for Chicago, 542 miles. Leaving this city at two on one afternoon, I should ordinarily have reached that Queen of the Great Lakes at three o'clock on the next afternoon. But on arriving at the Missouri, I found it impossible to cross, for according to the local phrase, it was "gorged with ice." It was as if a glacier had rushed down from an Alpine ravine, and blocked up the track along a Swiss valley. Such an iceberg had not been seen there before during this season, and it was next day swept down the river.

Meantime, however, several cars filled with cattle and hogs for Chicago, were sent back 25 miles to Ashland, to spend the night in the yard where they had been kept through the winter. I went with them in order to inspect the Nebraska style of stock fattening.

One yard I visited is on a neck of land between two rivers, one fresh and one salt, so that no salt is needed for the stock. The only shelter was a close fence four feet high on one side, and hay cribs on another, which broke the force of the wind. Though the water had been the severest ever known the cattle were in good condition, and none of them had died. They had no covering whatever overhead.

The food of the stock was mainly Indian corn, each ear cut into three pieces, and shoveled from a wagon into huge troughs scattered here and there in the yard. Wild hay in the side cribs was always within reach, and some of the corn, cobs and all, was ground in a horse mill into coarse meal.

The hay cost only the cutting, being free on what in England would be called "commons." The corn was partly raised close at hand—nearly bushels and upward on a single acre—and partly bought at 15 cents a bushel.

The cattle were Texas—had been driven last year 1,200 miles from the far southwest. The first cost was \$12 per head—and \$6 more for driving to the yard. Five dollars more will pay passage to Chicago. The last lot of a hundred sent from this yard sold for four and a half cents, or more than fifty dollars for each head.

No business is growing faster in Nebraska than stock-raising. None will pay better. Indian corn is too bulky for distant transport. It needs a condenser. What it needs it finds in cattle and hogs. Hogskin and cowhide make the best bags—bags that hold ten times more than canvas bags of the same size.

Ashland is a new town on the "Burlington Route" from the Mississippi River to Ft. Kearney, and twenty-five miles west of Plattsmouth. In that land-district over 30,000 home-stealers and pre-emptors have filed claims at the United States office in Lincoln, and about 2,000 have bought B. & M. Railroad land on ten years' credit and six per cent. interest.

J. D. B.

MORE COMBINATIONS.

Every day we hear of new combinations. We have Societies of Tradesmen; Rings in Lands, Railroads, Stocks, and even in Politics (strange to say). But from the humorous miners of Idaho Territory comes a new combination, which we commend to the attention of the "Maine Law" reformers, who should at once organize, and re-organize for business, at once.

From the Avalanche (Silver City, Idaho), we clip the following:

Rules and Regulations of the Benevolent Intemperate Society!

PREAMBLE. When, in the course of human events, it becomes necessary for one body of people to dissolve themselves from another, and assume among the numerous societies of the earth the separate and equal stations which the laws of Nature entitle them to, a decent respect for the opinions of mankind requires that they should declare the causes which impel them to separation.

We hold these truths to be self-evident, that all men are created equal. Our opposers have tried to deprive us of the following privileges, that is to say:

1.—Of taking our regular hours. 2.—Of meeting as a body of brothers, and enjoying ourselves as all good Intemperate brothers should do.

3.—They have called meetings among us, and endeavored to raise the price of liquors by abolishing distilleries, thereby imposing a ruinous tax upon our honorable body.

4.—They have done all in their power to shut up our taverns and grog-shops, thereby trying to stop the meetings of our Association.

5.—They have tried, by unfair means, to entice our members from us, by promises of supernatural favors.

6.—In fact, they have tried to stop us from having our grain distilled; to shut our taverns, and thereby cease from our land of liberty the ancient and honorable body of free drinkers; and to establish among our heroes the pernicious habit of drinking cold water.

7.—They have sent among us swarms of Cold Water Missionaries, to collect our spare fips, and deprive us of the means of raising a Horn.

Under these circumstances, we have been forced to form a Society for our own protection, under the following rules, which are to be strictly observed at our regular places of meeting in this city, and by the Subordinate Societies throughout the Union:

1.—This Society shall be called the REELING INTemperance SOCIETY.

2.—Persons coming at 6 o'clock in the morning are not allowed to sleep in a chair after 9, under a penalty of six Horns.

3.—No person, under the penalty of six Horns, shall be allowed to detain the newspaper more than one hour at a sitting.

4.—Should any person have the newspaper in his hands with his eyes shut, he shall forfeit five Horns.

5.—Any person who talks so loud as to be heard one hundred yards, shall forfeit six Horns.

6.—Any person snoring so loud as to disturb those present, shall forfeit what shall be deemed just and right in the discretion of the company, not to exceed one dozen Horns.

7.—No person shall run up a score of more than two glasses, under penalty of having the grog stopped.

8.—Any person sitting at the stove more than one hour, without calling for refreshments, forfeits three Horns.

9.—Any person refusing a glass of good liquors when offered, forfeits six Horns, for the benefit of the landlord.

10.—No person shall get so drunk as to require more than four persons to take him to bed, under the penalty of eleven Horns.

11.—Gentlemen who get into bed with boots on, are subject to pay ten Horns, for the benefit of the landlord.

12.—Should a lodger, by mistake, or otherwise, inconvenience another man's bed, the landlord reserves to himself the right of imposing such penalty as the circumstances may require.

13.—No person shall get so drunk as to take up more than fourteen feet of the footway, under penalty of cold water diet for two weeks.

14.—Any person who shall contribute to religious purposes, without paying his own just debts, shall forfeit one dozen Horns.

15.—Any person who shall contribute to charitable purposes, when his charity is needed at home, shall incur a penalty of fifty Horns.

16.—Any person who shall discover a member of a cold water society using strong drink, under pretence of sickness or other excuse whatever, or having any hid in his cellar, garret or stable, or in his neighbor's field during harvest, or elsewhere, shall receive a premium of twenty Horns, to be paid out of any liquor belonging to the Society, not otherwise appropriated.

To the above Rules, we mutually pledge our lives, our fortunes, and our sacred honors.

SHERRY COBBLELL, President. MINT JULEP, Secretary. Hot Whiskey Punch and Champagne Wine, Standing Committee.

Iowa & Nebraska Lands FOR SALE BY THE BURLINGTON & MO. RIVER R.-R. CO.

MILLIONS OF ACRES On Ten Years' Credit at 6 per cent. Interest.

No part of principal due for two years, and thence only one-half yearly till paid in full. Products will pay for land and improvements within the limit of the generous credit. Terms never offered, are not now, and probably never will be. Circulars giving full particulars are supplied gratis, and wishing to induce others to emigrate with them, or to form a colony, are invited to ask for all they want to distribute.

Apply to GEO. S. HARRIS, Land Com'r. For Iowa Land, at Burlington, Iowa. And for Nebraska Lands, at Lincoln, Neb.

BURNSIDE, CROWTHER & ROGERS, UNION FOUNDRY AND MACHINE SHOP.

Steam Engines made and repaired. IRON AND BRASS CASTING IN ALL ITS BRANCHES. St. Joseph, Missouri.



MAGNIFICENT SCENERY AND GOOD CLIMATE! PURE AIR AND PURE WATER! FINE LOCATION FOR Manufacturers! A Fortune in a few Years!

THE Union Pacific Railroad Company

EXTRAORDINARY Inducements to Merchants, Manufacturers and Artisans, to settle on the line of their Road.

Now is the time money can be made from the start, then grow up with the Country.

THE TOWN LOT DEPARTMENT embraces one hundred towns between Omaha, Neb., and Corinne, Utah, and is now ready to sell an unlimited number of Business and Residence Lots, at very low rates, to actual settlers desirous of building up permanent towns and cities along this great thoroughfare. Nebraska, Colorado, Wyoming, Montana and Utah are rapidly filling up with a permanent population, who are settling upon the rich agricultural lands on either side of the road, and developing the Gold, Silver, Copper, Lead, Iron and Coal mines of the most extensive and richest mining districts in the world. All these, and the people of interior mining camps and towns, must depend on the nearest towns located on the Union Pacific Railroad for their supplies of dry goods, clothing, groceries, drugs and medicines, hardware, crockery and glassware, furniture, farming implements, machinery, tools, &c., &c. Already the demand for legitimate trade exceeds the supply, and will more than double every year.

These towns have been located with a view to health, business capacity and scenic beauty, and large numbers of them are rapidly growing into public prominence. As an index of their prosperity, it may be stated that the new buildings erected in these towns during the year 1871, cost one and three-fourths millions of dollars!

Choose your location, then your business, and for full information apply to agents on the ground, or address.

J. M. EDDY,

General Town Lot Agent, U. P. R. R.

OMAHA, Neb.

CHOICE FROM 12,000,000 ACRES OF NEARLY EVERY VARIETY OF FARMING, FRUIT, GRAZING AND TIMBER LANDS. THE CENTRAL PACIFIC RAILROAD CO.

now offer, in sections, adjacent to their Railroad lines in California, Nevada and Utah, about twelve million acres of lands, most of which are well adapted to cultivation, and other unequalled advantages for settlement or investment.

IN CALIFORNIA the lands lying on each side of the main line of the Central Pacific Railroad extend from the navigable waters of the Sacramento, above the Bay of San Francisco, across the broadest and most populous portion of the Sacramento Valley and both slopes of the Sierra Nevada Mountains. They are diversified in soil, climate and conditions—embracing the semi-tropical productions of the lower valleys—corresponding with those of Spain, Italy, and the shores of the Mediterranean—the vine, orchard and grain lands of the foot hills—corresponding with those of France, Germany and Austria—and the timber lands of the mountain slopes—corresponding to those of Maine, Sweden, Norway, &c. This central portion of California is already noted for the excellence of its wheat, grapes, pears, cherries, strawberries, small fruits, and garden vegetables generally, and for the ease with which they can be grown to dimensions and perfection unobtainable elsewhere. The lands in this belt, purchased of the Company, have resulted in gratifying success to the settlers. Wheat can safely lay in the field till threshed and shipped, and the fruit trees are not troubled by insects or blight.

Along the CALIFORNIA & OREGON Branch, in the reserved Valley of the Sacramento, extending from the centre to the northern boundary of the State, the Company also offer about 4,000,000 acres, with the same general characteristics. This valley is at present the seat of the most successful culture of small grains (wheat, barley, oats, &c.) in the country, and also offers unparalleled facilities for extensive and profitable sheep and stock grazing. The whole comprises a body of over 6,000,000 acres of the BEST LAND IN CALIFORNIA.

IN NEVADA the main line of the Central Pacific Railroad occupies the Truckee and Humboldt Valleys, the largest and best settled in the State, at a short distance from numerous and important mining regions, whose yield of the precious metals is estimated at from fifteen to twenty million dollars annually. The lands of the Company—about 8,000,000 acres—are so situated as to command these markets for their produce. Wherever the proper cultivation has been applied these lands have yielded good crops of cereals and esculents.

IN UTAH, in the Great Salt Lake and contiguous valleys, where the Mormons have so successfully demonstrated the fertility of the soil and the healthfulness of the climate, the Company have about 1,500,000 acres—equal in all respects to the lands which command high prices at the southern portion of the valley. Title passes direct from the U. S. Government. These lands will be sold in quantities and on terms to suit. Immigrants, colonists and capitalists, who desire to acquire indisputable real property, certain to advance in value, will be benefited by an examination of Pamphlets, maps, &c., which will be furnished by application to

B. B. REDDING, Land Commissioner Central Pacific R. R. Co., Sacramento, Cal.

Along the Route of the SOUTHERN PACIFIC RAILROAD.

The undersigned has also been authorized by the Southern Pacific Railroad Company of California to offer, in conjunction with the above, about 3,000,000 acres, situated on both sides of the line of their new building, extending from the Bay of San Francisco, at San Jose, southwardly, to the Colorado River (700 miles). This grant covers some of the best lands in the coast and valley counties of the southern half of California, including the far famed wheat lands of the Contra Costa, San Joaquin, Talara, Kern River and other valleys. Sheep and cattle husbandry are extensively and successfully carried on there.

Parties desiring information relative to large tracts can apply at the office of the Central Pacific Railroad Company, 54 Williams Street, New York.

C. F. HUNTINGTON, Vice-Prest.