

CHURCHES SUNDAY

Christian Science. Services in rooms 5 and 6, I. O. O. F. Building, corner Tenth and Commercial streets at 11 a. m. subject of the lesson sermon, "Sacrament." All are invited. Sunday school immediately after the close of the service. The first Wednesday evening in the month at 7:30 o'clock. Reading rooms same address hours from 2 to 5 daily except Sunday.

First Methodist. Sermon theme at 11 a. m., "The Master Passion." At 7:30 p. m., "The Trees of Life and Death." This will be the second sermon in the series on "Great Questions," and will involve a discussion of the origin of evil and why we do not have a sinless world. Good music at both services. A cordial invitation is extended to the public to attend. C. C. Rarick, pastor.

First Presbyterian. Morning worship, 11 o'clock; communion service, "The Passover and

Then—; Sunday school, 12:15; Y. P. S. C. E., 6:30; evening worship, 7:30. "Money Valuation." Miss Reba Hobson, choir director. Male chorus at night. All are invited. Wm. S. Gilbert, pastor.

Baptist. Sermon 11 a. m., "Crown Solomon," at 7:30 p. m., "Fellowship in Wrongdoing." Sunday school, 10 a. m. B. Y. P. U., 6:30 p. m. Everybody welcome. Conrad L. Owen, pastor.

First Norwegian Evang. Sunday school meets at 9:30 a. m.; morning service at 10:45; English Bible Class at 6:30 p. m.; evening service at 7:30. Theo. P. Neste, pastor.

Grace Episcopal. Early communion, 8 a. m., morning prayer and sermon, 11 a. m.; Sunday school, 12:30; evening prayer, 7:30.

Holy Innocents' Chapel. Service at 3:45 p. m.; Sunday school at 11:15 a. m.



HOW I WON MY TITLE BY BUFFALO BILL FROM 'TRUE TALES OF THE PLAINS' COPYRIGHT 1908 BY WILLIAM F. COOY

ONE of my favorite buffalo hunting horses was a small roan or large Indian pony which I got from a Ute Indian. As this horse came from Utah, I named him Brigham, after the prophet. During the construction of the Kansas Pacific railroad, now the Union Pacific, in 1867 the construction of the end of the track got into the great buffalo country, and at that time the Indians—the Sioux, Cheyennes, Comanches and Arapahoes—were all on the warpath. It was before the refrigerator car was in use, and the contractors had no fresh meat to feed their employees. The men were grumbling considerably for fresh meat, for they could see fresh meat—that is, the buffalo, deer and antelope—in every direction, and they would growl because the contractors did not kill the buffaloes so that they could have fresh meat to eat. This was a little more difficult job than they thought, as the Indians were contesting every mile of railroad that was being built into their country. Besides having military escorts to guard the graders, every man from the boss down who went to work on the grading of the road carried a rifle with him as well as a pick and shovel, and when he was using them his gun lay on the ground near him, as the Indians would daily attack them.

The construction of that road in 1867 was nearly a continuous fight, and it was dangerous for a man to venture any distance away from the troops and the graders to hunt the buffalo. They tried several hunters who claimed that they could kill buffalo and bring it into camp so that they could have fresh meat for their men. One or two of these men were killed by Indians while doing so, and the others gave up the job. At that time I was guide and scout at Fort Hays, Kan., and had quite a reputation as a buffalo hunter. Some one told the main contractor that if he could get me I would be able to kill all the buffaloes he would require. He came to Fort Hays to see me. Of course I could not accept, although he made me a very tempting financial offer, without permission of the military department commander, General Sheridan.

The subject was even discussed at headquarters in Washington, and after considerable delay evidence was presented that it would solve one of the main labor problems in the great work of constructing the great transcontinental railroad and facilitate matters greatly. Leave of absence for the purpose was given me with the understanding that in case of an important outbreak I should resume the duties of my position. As roving Indians generally followed the herds of buffaloes, I was really in a certain sense performing scouting duty also. I started in killing buffaloes for the Union Pacific railroad. I had a wagon with four mules, one driver and two butchers, all brave, well armed men, myself riding my horse Brigham. We would leave the end of the con-

struction work to go out after buffaloes and had an understanding with the commanding officer who had charge of the troops guarding the construction that should a smoke signal be seen in the direction in which I had gone they would know I was in trouble and would send mounted men to my assistance. I had to keep a close and careful lookout for Indians before making my run into a herd of buffaloes. It was my custom in those days to pick out a herd that seemed to have the fattest cows and young heifers. I would then rush my horse into them, picking out the fattest ones and shooting them down while my horse would be running alongside of them. I had a happy faculty in knowing how to shoot down

carry powder and lead enough to do execution equal to my caliber 50. At last the time came to begin the match. Comstock and I dashed into a herd, followed by the referees. The buffaloes separated. Comstock took the left bunch and I the right. My great forte in killing buffaloes from horseback was to get them circling by riding my horse at the head of the herd, shooting the leaders, thus crowding their followers to the left till they would finally circle round and round. On this morning the buffaloes were very accommodating, and I soon had them running in a beautiful circle, when I dropped them thick and fast until I had killed thirty-eight, which finished my run.

Comstock began shooting at the rear of the herd, which he was chasing, and they kept straight on. He succeeded, however, in killing twenty-three, but they were scattered over a distance of three miles, while mine lay close together. I had nursed my buffaloes as a billiard player does the balls when he makes a big run.

After the result of the first run had been duly announced our St. Louis excursion friends—who had approached to the place where we had stopped—



"It frightened the ladies to see the buffalo coming at full speed."

set out a lot of champagne which they had brought with them and which proved a good drink on a Kansas prairie, and a buffalo hunter was a good man to get away with it.

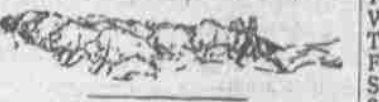
While taking a short rest we suddenly spied another herd of buffaloes coming toward us. It was only a small drove, and we at once prepared to give the animals a lively reception. They proved to be a herd of cows and calves, which, by the way, are quicker in their movements than the bulls. We charged in among them, and I concluded my run with a score of eighteen, while Comstock killed fourteen. The score was now fifty-six to thirty-seven in my favor.

Again the excursion party approached, and once more the champagne was tapped. After we had eaten a lunch which was spread for us we resumed the hunt. Striking out for a distance of three miles, we came up close to another herd. As I was so far ahead of my competitor in the number killed, I thought I could afford to give an extra exhibition of my skill. I had told the ladies that I would on the next run ride my horse without any saddle or bridle. This had raised the excitement to fever heat among the excursionists, and I remember one fair lady who endeavored to prevail upon me not to do it.

"That's nothing at all," said I. "I have done it many a time, and old Brigham knows as well as I what I am doing and sometimes a great deal better."

So leaving my saddle and bridle with the wagons we rode to the windward of the buffaloes, as usual, and when within a few hundred yards of them we dashed into the herd. I soon had thirteen laid out on the ground, the last one of which I had driven down close to the wagons, where the ladies were. It frightened some of the tender creatures to see a buffalo coming at full speed directly toward them, but when he had got within fifty yards of one of the wagons I had shot him dead in his tracks. This made my sixty-ninth buffalo and finished my third and last run, Comstock having killed forty-six.

As it was new late in the afternoon, Comstock and his backers gave up the idea that he could beat me, and thereupon the referees declared me the winner of the match as well as the champion buffalo hunter of the plains.



The Seat on the Horse.

Why does a man seated near the neck of a horse travel faster than one seated near his tail? For it has been proved by very striking fashion that he does. But why? The reason is really very simple, and yet when little Tod Sloane, the jockey, came forward with practical proof nobody seemed to be able to explain it. A horse to move forward at all must thrust at the earth, and the chief force of this forward thrust comes from his hind legs. If the chief weight is just over or close to the thrusting power, naturally it diminishes its efficiency; instead of thrusting the horse forward a portion of it is wasted in lifting the weight of the jockey at every stride. — Strand Magazine.

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JANUARY TIDE TABLE.

Table with columns for High Water, Low Water, Date, and Time (A.M., P.M.) for January 1909.

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"I would rush my horse into them and shoot them down."

struction work to go out after buffaloes and had an understanding with the commanding officer who had charge of the troops guarding the construction that should a smoke signal be seen in the direction in which I had gone they would know I was in trouble and would send mounted men to my assistance. I had to keep a close and careful lookout for Indians before making my run into a herd of buffaloes. It was my custom in those days to pick out a herd that seemed to have the fattest cows and young heifers. I would then rush my horse into them, picking out the fattest ones and shooting them down while my horse would be running alongside of them. I had a happy faculty in knowing how to shoot down