

BRITISH COLUMBIA TRIP

EXPERIENCES OF FRANK GRAHAM, FORMERLY OF NORFOLK.

HUNTING FOR TIMBER LANDS

Camping in the Snow for Twelve Days. Traveled in Leaky Canoe—Trip Through the Wilds Four Hundred Miles North of Vancouver.

Frank Graham, who is now in British Columbia looking up timber lands for his uncle A. J. Durland of this city, writes an interesting letter dated Victoria, B. C., December 12, describing one of his recent trips, as follows:

To say that the Clearwater trip was a hard and exciting one puts it mildly and I am proud of myself for being in such fine condition physically at the finish, when an old stager like McKay looks like he had been run through a threshing machine. He says he lost ten pounds on the trip, when I know I gained weight, even if we did half starve at times. But to the trip:

Leaving Vancouver I spent the first night at Ashcroft, 203 miles, leaving Ashcroft at 1:30 next day seated on the hurricane deck (up on top) of a stage for Clinton, thirty-five miles up Cariboo stage road and we came near freezing, got off and ran behind up hill to keep warm. One of these big four-horse stages changed horses once, got to Clinton at 8 o'clock. Well, we quit staging right there and were not on one again. Left Clinton at 7:30 next morning with livery rig and sleigh. Our Frenchman (Louie) having met us here, our party was now three. Sleighting was good to the Eighty-three mile house, where we spent the night. On again next morning to the One Hundred-mile house; Arrived there at 11 o'clock, got dinner, and another man drove us twenty miles to Canim Lake Indian reservation, arriving about dark. At this point we had to start up Hotel De McKay, supplies for which we laid in at Clinton. Spent the night in the chief's house, and it took all the evening parleying with the Indians about getting two men to go with us to Clearwater. They were not just what you might call anxious for the job, and later I came to understand why. Finally, after our patience was pretty well tried we secured two men, the chief and a boy of 19 named George, and certainly we were more than fortunate in getting these fellows for they proved themselves just the right men for the work in hand. We had no idea what the chief is 37 years old, and has hunted all over those mountains since childhood. He knew the country for a radius of 100 miles—every creek, mountain and lake—as well as you know Norfolk. He had no idea of his value to us or he would have charged \$100 more, for they are great on the charge, and, goodness knows, we were held up every place for money and had to "dig up"—no other way, either put up or no canoe—and walking bad.

The boy George was a treasure as you will learn. He was quiet—not a word unless questioned—but the chief was quite talkative. Indians are mighty slow getting started and to one of my disposition they are responsible for a lot of cursing. But before starting want to say of George, that he has been in school seven years and studied English and writes very well, (as good as I can, eh?) In school he learned the trade of harnessmaker, and made a double set of harness which he sold for \$200. He owns thirty-five head of stock and six or seven horses, so you see he is no fool. He is a husky lad, a full-blooded Indian, and looks like the Sioux. Nice fellow to talk to—very sweet voice, so soft.

Leaving the reservation at about 8 o'clock, an Indian drove us in a sled four miles to Canim lake (the west end). After an hour's delay in getting an old leaky boat dug out of the snow, our baggage and party, now five, were loaded and we started. Our motive power was one oar and one paddle. We worked along the shore until we came to some young cedar trees, when we landed and while our Indians were hewing oars out of cedar we got our lunch in the snow. Here our first kodak picture was taken—only took five pictures. We finished up the film that was in Mr. McKay's kodak with all assurance we had a dozen more, only to find the new films were too large, the Vancouver store having made a mistake. It did not make much difference, for after our first day we had just one day you could call light enough to take a picture. It either rained or snowed every day. After the oars were made we went on to the east end of Canim lake, arriving just at dark to an old tent abandoned, but which the chief knew was there. We had to break ice at the shore to make a landing. Next morning George went to look up a couple of ponies to pack our baggage from Canim to Mahood lake, seven miles. The rest rowed the boat across the bay to where the horses could be met. After lunch we left this point and here was the tent at which we saw the man McDonald referred to in the other letter. Leaving here, George leading the pony, second following the first, then the chief, the Frenchman, Scotchman and Irishman bringing up the rear. How is that for a combination? Well, when tramping through a foot of snow the farther you are to the rear in line of march the better. And I'll tell you I was always way back. Some days I would only see the fellows about every two hours or at meal time. They laughed at me and I was willing they should.

We made this seven-mile portage

by 4 o'clock Mahood lake was very rough, and here we made our first camp in the snow and repeated the operation for twelve days, using boughs for our beds, with our blankets over them. We had a tent 6x7 feet for five men. No rooms to let there. On the following day the Indians dug up two canoes, Mac and George occupying one, the chief and Louie (the Frenchman) in the other. You see I left myself out, but I was with the chief. Our canoes leaked miserably and we landed on a point about two miles down on the north side of the lake for the Indians to stop the leaks some with fir pitch. On leaving this point we met with our first accident. Just as our canoe was leaving the shore we struck a rock and our vessel was bottom-side up before you could have batted your eye. Fortunately there was only about four feet of water and we scrambled ashore. Of course that water is like coast rain, it isn't wet. But Oh, Gee! it's cold. Out on the shore we built a big bonfire, changed our underwear and all the clothes we could and in one hour made a second start. O. K. this time, but that canoe didn't look like a standard sleeper to me. We made the east end of Mahood lake by about 4 o'clock, which was the time we had to stop every day to get camp made before dark. Here we cashed every article we could at all dispense with, hanging bundles in the trees to keep away from cougars, and as early as we could started, the men carrying about 50 to 60 pounds apiece, except myself, carrying about twenty pounds, and I found that plenty.

To hurry along I will say that we made the seventeen miles in snow from one to three feet deep just at evening of the third day, camping at the south end of Clearwater lake. The next morning the boys dug up two little canoes that any white man would be ashamed to attempt to ride in. We lashed them together with poles, leaving them about six feet apart. Chief wanted to make a deserted cabin and we had a hard time. Darkness came on and a blinding snowstorm made objects on shore very hard to see, but that chief is like a cat and finally said, "Pull ashore." If you ever saw five chilled men we were when we crawled into that cabin door, about 2x4 feet, with no windows. Here we camped two days, making hurried trips to the timber and back at night. First day out from here our second accident. Mac, the two Indians and I were making our way up Deadman's river from Clearwater to Blue lake, a distance of a mile and a half. Part of the way we paddled. The water got so swift we had to use poles, and finally the current caught the end of the canoes and we lost control and we were thrown with great force against the bank of the river. Of course my canoe was on the outside. When Mac and George hit shore they jumped out, but hung on to the canoe. The cross poles broke with a snap and we jumped for the boat they were holding and got it with our hands, but of course went in the river. When we scrambled on shore. The water being deep here, George remarked, "Deadman river pretty near got four more dead men that time." We dragged those canoes on up along the shore and finally got to Blue lake, all of us wet to the waist and nothing to eat. We did not try to dry, just kept moving. Did our staking for timber, fastened the canoes together again and went down that river like a toboggan slide. But my letter is getting too long. Of course we had not figured on so hard a trip and our provisions were giving out. Suffice it to say we had to make from the north end of Clearwater lake to Mahood lake, twenty-nine miles, in two days, which distance took us four days to go. On the last day we had twelve and a half miles to walk on one flapjack in the morning and one at noon. At noon I offered the chief \$1.50 to carry my pack six miles to Mahood. He took it and I got in, but would certainly have thrown my new heavy overcoat away if he had not. But he was a sick-looking Indian when he got in. We had left a little flour and some beans here, so we got something to eat. Crossed Mahood lake and the portage without accident, but had our troubles on Canim. A storm came up and blew us ashore. We were powerless against it. Waves washed clear over us and our coats were blocks of ice. The storm quieted in a couple of hours and on we went again. We had to stop once and thaw out our chief. He said he was cold. We made a fire and he was so cold he was helpless—could not untie his shoes, and he just shook all over. Think we were an hour thawing him out and he had on two shirts of mine at that.

This day we traveled from 4 o'clock in the morning until 3 next morning—10 below zero—by boat and sleds, paying exorbitant prices, but we were hurrying to the land office and we kept it up until we got to Vancouver, making in six days what it took twelve to do going up. Mac and I rode one night on the stage, rode twelve miles in the bottom of a big sleigh with robes over us. After supper Louie rode on the seat with the driver. They wakened us at a hotel in Clinton and neither of us knew anything about those twelve miles. Mac said, "We didn't get our money's worth, pay \$18 for a ride and know nothing about it." He is a funny fellow, but you can see how tired we were. We made great time, expected to have to wait six hours for the train at Ashcroft but when two miles out saw the passenger pulling in to the station. We had driven thirty-five miles but went into town with the horses on a dead run. The conductor saw us and held the train about two minutes. He is a friend of Mac's.

Guess we would have frozen up had we known how cold it was. When we got back to civilization we found it had been 10 below zero part of the time. Nice weather to be camping in three feet of snow.

I am feeling fine—lots better than when I went up north. We were about 400 miles from Vancouver.

I'm tired of writing and you must be of reading, so I will quit. I will go to Vancouver tonight on the midnight boat.

Frank.

CONDITION OF POOR FARM

REPORT OF SUPERINTENDENT IS MADE TO COMMISSIONERS.

CASH RECEIVED AND PAID OUT

One Hundred Dollars Set Aside for the Soldiers' Relief, Commission—Other County Business Transacted by the Board.

Madison, Neb., Dec. 18, 1906, 1 p. m.—Board met pursuant to adjournment. Present, Harding, Malone and Taft. Minutes of November 14 and 15 were read and approved.

On motion Claus Young, chairman of soldiers' commission, was allowed \$100.00. Statement of C. D. Johnson, steward of poor farm, was audited and approved.

To the Honorable Commissioners of Madison county:

Cash Receipts,
Balance on hand, \$59.44
H. Hogrefe, 5 steers, 129.19
Apples, 29
County warrant, 87.50
Leo Braun, 1 m. hog, 10.00
Apples, 1.70
Chas. Ulrich, 2 hogs, 23.66
Andy Scott, 31.00
2 gallons sorghum, 1.00
Wm. Klein, one M. hog, 12.50
Howard Miller, hogs, 133.75
Prece and Brecher, 4 yearlings and 3 cows, 142.00
\$622.15

Expense Paid,
Second quarter bills, \$275.86
S. Pierce, threshing, 1.50
L. Daniel, threshing, 2.00
F. H. Palmer, threshing, 2.00
Robert Preuss, corn, 37.40
C. D. Johnson, on second quarter's salary, 15.00
C. D. Johnson, part third quarter's salary, 35.00
W. C. Day, freight, 42
R. Collins, threshing, 1.00
P. J. Dunn, sorghum, 5.08
John Ott, threshing, 3.00
John Ott, cow, 40.00
Geo. Scheeffer, threshing, 10.00
Thos. Taylor, cow, 40.00
W. W. Young, plants, 50
W. H. Daniel, seed corn, 85
Balance on hand, 152.54
\$622.15

December 3, 1906, balance, \$152.54
Correct balance with Battle Creek Valley bank.

J. R. Witzgman,
Cashier.

The following bills of the poor farm were approved and the Steward ordered to pay the same:

L. B. Baker, \$101.19
Battle Creek Telephone company, 5.05
C. T. Haman, 4.80
Morris Drug Co., 13.15
Howard Miller, 9.80
E. Tanner, 54.00
L. F. Murtz, 4.80
A. P. Brubaker, 6.30
C. A. Hedman, 12.80
J. C. Myers, doctoring horse, 22.00
C. D. Johnson, balance on salary, third quarter, 77.50

Yours very respectfully,
C. D. Johnson,
Steward.

On motion the county clerk was directed to issue and send Henry Neuwirk his warrant for services on election board.

On motion the county clerk was directed to correct tax list for 1905 in reference to personal taxes of W. E. Graham by computing his school tax in school district No. 20 instead of school district No. 2, and his road tax in road district No. 1 instead of road district No. 8, he having been erroneously assessed in school district No. 2 and road district No. 8.

On motion made and seconded the county board voted to concur with the board of county supervisors of Platte county, Nebraska, in laying a road 66 feet wide or 33 feet wide on each side of the county line between sections 32 and 33, 21, 2, in Madison county, Neb., and sections 4 and 5, 20, 2, in Platte county, Nebraska, in pursuance of proceeding heretofore had and said road is hereby declared a public highway.

On motion the county clerk was directed to strike from the 1906 tax list the personal tax of Leo Braun for the village of Battle Creek, amounting to \$2.32, said Braun having been erroneously assessed in Battle Creek village.

On motion the following official bonds were approved:
H. J. Morris, constable, Warnerville precinct.
H. A. Varner, road overseer, district No. 16.
Frank Moldenhauer, justice of the peace, Warnerville precinct.
Jay Vaughn, constable, Meadow Grove precinct.
C. C. Palmer, road overseer, road district No. 19.
P. L. Bussey, road overseer, road district No. 2.
John Heegenmeyer, road overseer, road district No. 10.
P. F. Oberg, justice of the peace, Madison precinct.
G. O. Schmitt, road overseer, road district No. 26.
A. H. Gardels, constable, Highland precinct.
John Lauver, road overseer, road district No. 15.
Chas. A. Adams, road overseer, district No. 13.
W. P. Kennedy, constable, Madison precinct.
W. P. Dixon, contractor's bond, drainage ditch No. 1.

On motion the sum of \$680.40 was

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W. P. Kennedy, constable, Madison precinct.
W. P. Dixon, contractor's bond, drainage ditch No. 1.

On motion the sum of \$680.40 was

set aside and transferred from the county general fund to a fund to be entitled drainage ditch No. 1 fund, said transfer being in the nature of a loan from said general fund to said ditch fund.

On motion the following claims were allowed:

General Fund,
Gus Kaul, janitor and bailiff fees, \$57.00
Frank S. Perdue, salary, 100.00
Joe Congor, draying, 1.90
Wm. Bates, fees, criminal cases, postage, etc., 23.05
John H. Harding, labor and mileage, 42.30
John Malone, labor and mileage, 41.10
Burr Taft, labor and mileage, 48.75
Geo. Dudley, livery, 23.25
Julius Altschuler, witness fees, assigned to J. J. Clements, 25.50
Nebraska Telephone company, Norfolk, tolls, 2.75

Road Funds,
L. M. Johnson, work on roads, commissioner district No. 1, \$17.00
R. W. Linn, work on roads, commissioner district No. 1, 48.00
Clark Antisdal, hauling lumber, commissioner district No. 1, 7.50
Ben Davis, hauling lumber, commissioner district No. 1, 1.00
Newt Gambell, hauling lumber, commissioner district No. 1, 2.00
Boone county, one-half grading on county line, commissioner district No. 1, 97.50
A. C. Bredehoff, grading, commissioner district No. 3, 75.00
William Church, work, road district No. 3, 40.50
Lloyd Benedict, work, road district No. 7, 6.00
Tarry Tierney, work, road district No. 12, 10.00
Tarry Tierney, work, road district No. 12, 42.00
L. C. Uly, work, road district No. 12, 61.50
Thomas & Snider, hardware, road district No. 13, 3.00
B. D. Lyons, work, road district No. 17, 24.50
R. W. Linn, work, road district No. 17, 33.00
C. C. Palmer, work, road district No. 19, 15.00
Daniel Scheeffer, work, road district No. 20, 63.00
Mike Novotny, work, road district No. 22, 39.00
Frank Harida, work, road district No. 22, 12.00
Wm. Stork, work, road district No. 23, 1.00
J. F. Neidig, work, road district No. 24, 150.00
J. H. Katterman, blacksmithing, road district No. 25, 3.40
Otto Diberner, work, road district No. 26, 3.00
J. P. Gabelman, work, road district No. 27, 26.00
F. F. Gabelman, work, road district No. 27, 7.85
Hinman and South, hardware, road district No. 28, 16.70
John Frisch, grading, road district No. 30, 60.00
Albert Rakowski, work, road district No. 31, 3.00
Fritz Maurer, work, road district No. 31, 12.00
Carl Polensky, work, road district No. 31, 103.00
J. H. Katterman, blacksmithing, road district No. 31, 12.60

Bridge Fund,
Boone county, one-half bridge on county line, 92.08
A. C. Bredehoff, work on bridges, 54.75
A. C. Bredehoff, work on bridges, 50.00

On motion the county clerk was directed to draw a warrant in favor of W. P. Dixon for work done on drainage ditch No. 1, \$680.40.

On motion the board then adjourned to January 2, 1907, at 1 p. m.

Geo. E. Richardson,
County Clerk.

SATURDAY SIFTINGS.

Sam Meek went to O'Neill today noon to spend the holidays with friends.

Morse Adams came home from Creighton last night where he has been going to school, to spend the holidays with his parents.

A crowd of young folks went out to the Riehey district school and attended a program given by the pupils of the school with Miss May Mullen.

Oliver Wood left his morning for southern Kansas to work.

A number of young country people met at Bert Reed's home last night and had a good old fashioned dance.

Roy Taylor went to Lynch this noon for a week's visit with friends and relatives.

Mrs. Pat Crotty and Mrs. Robert Craft left for Omaha this morning to do some Christmas shopping.

Mr. and Mrs. Oscar List went to Winnetoon today to spend Christmas with Mrs. List's parents, Mr. and Mrs. Cramer.

Mr. and Mrs. P. Riordan took the noon train for Boone, Iowa, yesterday to spend the holidays with relatives.

Engineer E. W. Bates has been assigned to runs No. 1 and 2 between Long Pine and Chadron.

Engineer Ohler, going north on train No. 649 yesterday morning, slipped in getting off the engine at Creighton and struck his elbow on the frame of the tank and fractured a bone in the arm. He took the train on into Verdigre. Hamp Nelson was sent up to relieve him.

Fireman Jas. Hourigan packed his grip and left for Fremont this morning and will work out of there.

Train No. 2 was delayed thirty-five minutes yesterday morning by the pulling out of a drawbar.

Spencer Butterfield is home from Lake Forest, Chicago, to spend the holidays with his parents, Mr. and

Mrs. W. H. Butterfield. Miss Josephine will be home from Wellesley tomorrow for the same purpose.

A. J. Colwell is having some box cars fitted up to use as a freight house at Bonesteel.

Engineer H. Denton bid in run 43 and extra between Council Bluffs and Fremont.

Otto Rankin, who was scalded in the wreck near Alnoworth, is worse than was first reported. The chances are now that he may lose one eye.

Gene Crotty commenced work in the round house last night as call boy. Mrs. Gaines, the colored lady living east of the Junction, died yesterday forenoon. She had been sick more than a year.

Miss Alice Kampan has been quite sick the past week.

Mrs. Van Evans, who has been very sick the past three weeks, is able to get along without a nurse. The nurse was discharged yesterday.

Mrs. Wm. Roland and Mrs. Fairbanks took the early passenger for Omaha this morning.

Ben Reid is in the city for the holidays.

W. H. Blings of Madison is in Norfolk looking after business interests.

Mrs. Stafford and son Gerald went to Omaha on the morning train.

Marian McCullough went to Plattsmouth to visit friends over Sunday.

Elmer Eberbach went to Creighton to spend the holidays with friends.

J. W. Washburn left for Bonesteel on the noon train to spend the holidays with friends.

Mrs. R. Tatman and baby of Lincoln are visiting at the home of her parents, Mr. and Mrs. F. A. Blake-man.

Miss Fleming, a Norfolk teacher, has gone to Aurora to visit her home during the holiday vacation.

Tom Kane and wife of Chadron, who have been visiting their uncle Martin Kane, left for their home last night.

Miss Ella Cronk, who has been teaching school at Hoskins, has returned to her home to spend the holidays.

A. P. Doe of Davenport, Iowa, will be here tomorrow to visit his daughter, Mrs. G. D. Butterfield during the holidays.

Mr. and Mrs. C. F. Shaw have returned from Rockford, Ill., where they have been visiting for the past two weeks.

Miss Mande Tannehill went to Stanton yesterday to attend a dinner party given by Mrs. Elmore for the Stanton teachers.

J. H. Chester arrived in Norfolk on the evening train last night to spend the holidays with friends and relatives in Norfolk.

W. A. Barney and W. L. McCallister went to Mapleton on the morning train to look after real estate and property at that place.

Miss Holden of Omaha arrived in Norfolk last night on the evening train to spend the holidays with her brother, Dr. Holden.

Herman Tappert, who has a position with the Standard Oil company in Omaha, will spend Christmas with his mother in this city.

James Gilden, who has been confined to the house the last two weeks with rheumatism, is improving and expects to be upon the street in a few days.

Mrs. E. P. Hummel and son, Earl, arrived from Sioux City at noon to visit over Christmas with her parents, Mr. and Mrs. August Brummund on Madison avenue.

Rev. J. C. S. Wells has just received word from John Tannehill, in the Canal Zone, stating that the latter, formerly a Norfolk young man, has been in a hospital for some weeks.

Manager Pedersen has arranged a matinee performance for Christmas afternoon in the Auditorium when "Dora Thorne" will be presented at low prices.

The funeral of Andrew Teal, who expired at his home in this city Friday morning, will be held at the Baptist church Sunday afternoon at 2 o'clock, conducted by Rev. John L. Stine, pastor. All friends are welcome.

Mr. and Mrs. E. Andrews have gone to St. Paul, Neb., for the holidays. Mr. Andrews travels for an Omaha hardware house and during the past year they have made their home here, but will remove to Hastings, his territory having been changed to the southern part of the state.

Norfolk merchants have placed their show windows in holiday attire and the result is a large number of attractive displays breathing the Christmas spirit. Christmas trees, Santa Claus, holly and mistletoe have been used in abundance in these decorations, and it is a positive pleasure to pass along the streets and view the pretty and varied designs displayed in the windows.

Pierce Call: Probably C. A. Reimers and family are the only ones in Pierce who can boast of having feasted on a single oyster and still had plenty to spare. Mr. and Mrs. Reimers and two children had such an experience Monday evening. On that day Mr. Reimers received by express from South Bend, Washington, a mammoth oyster in its shell from friends in that city. The oyster weighed one and one-quarter pounds. The shell was as large as your hand (if your hand is large enough). The oyster was a seedling transplanted from the waters of the Atlantic, but it is said they grow much larger in the waters of the Pacific as the water is not as dirty and muddy as the Atlantic. The shell was covered with a multitude of spawn in different stages and sizes of growth. These in time become detached from the parent shell and make oysters. Thus the oyster race is propagated. Mr. Reimers has three oyster houses on the tract of land he purchased near South Bend the past summer.

FAIRFAX JAIL DELIVERY

TWO BONESTEEL ROBBERS BREAK OUT.

BOTH WERE DESPERATE MEN

Two Highwaymen Charged With Having Assaulted and Robbed a Pair of Railroad Labor