

The Norfolk Weekly News-Journal

The News, Established, 1881. The Journal, Established, 1877. THE HUSE PUBLISHING COMPANY

Republican Ticket. For Justice supreme court—M. B. REESE, Lincoln. For railroad commissioner—H. T. CLARKE, Jr., Omaha.

Norfolk Precinct. For Justices of the peace—C. F. BIRLEY, G. C. LAMBERT.

A GRATER NORFOLK. Norfolk is today working toward the growth to which its natural advantages entitle it, in more effective fashion than at any time within the past fifteen or eighteen years.

To the people of Norfolk, as well as of this great northwest territory whose welfare is linked hand in hand with the growth of Norfolk, this new spirit of hope and determination should be most encouraging.

There is reason for congratulation, also, in the development of a number of new industries for Norfolk within the past year. New small factory buildings are constantly being built and new industries started.

Des Moines has concluded to grow and twenty-five representative business men have formed a corporation known as the "Greater Des Moines Committee."

Fort Worth, Tex., has made good growth and is prospering, largely through advertising. The board of trade tried all methods and finally adopted newspapers.

Pueblo, Col., is paving ten miles of streets, building a \$500,000 sewer system and securing new industries through organized effort.

Three men in Lapeer, Mich., secured a cheese factory for that town, raising \$1,500 in three hours. The company was successful from the start, paying 6 percent.

about the city are anxious to cooperate, realizing that it will be their own. On trade days, Norfolk will be the Mecca of people from a great many miles who have things to dispose of or who are looking for trades.

Another matter of very vital importance to the business interests of Norfolk has been undertaken by A. J. Darland in the building of a permanent roadway between the business portion of the city and the Junction.

All of these highly constructive movements have been going on steadily and simultaneously for the good of Norfolk. And on top of these, the Commercial club has been in touch with the industrial agents of railroads with the view of getting in touch with new industries available.

A number of different sorts of industries have been suggested here and there which might be established successfully in Norfolk. A condensed milk plant has been thought of by one man; a shirt factory, which requires small capital, and an overall factory—both of which enterprises have recently been secured by and are being successfully operated at Nebraska City—have been suggested; and many more such industries have been discussed as possibilities.

The Commercial club of Montgomery, Ala., has set itself to the task of doubling the population of the city by 1910 and has raised a fund of \$10,000 to be used in advertising.

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Norfolk is peculiarly attractive as a city of homes. Its public schools are high grade, and a handsome new school building is going up; it is a city of sociability; the people support high grade amusements and entertainments, and there are all modern conveniences, with electricity, gas, a new sewer system, etc.

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places for physical development in a wholesome way not known through any other source. Every convention that can be brought to Norfolk helps the city.

During the last few days of last week the president's bear hunt took places of secondary importance in the news columns, giving way to the world's championship baseball contests between Detroit and Chicago.

Other cities have doubled their populations by persistent and consistent advertising and organized effort. Now is the time to launch a movement for a greater Norfolk—for a population of 19,000 in 1910.

The New York Yacht club was called all sorts of harsh names for refusing to accept the challenge of Sir Thomas Lipton for another try toward the cup. The club now comes forth with a defense of itself.

The New York club says that Lipton's challenge is made with a boat smaller and slower than the cup calls for. Lipton's yacht builder refuses to build another boat of the type which the New York club insists upon.

The New York club insists upon the fastest boat that can be produced. Lipton's boat builder refuses to make one. So Lipton challenged for a race with a smaller and slower, though saner boat.

Among other ways in which Norfolk commercial travelers could be well treated by Norfolk, there is the trade that Norfolk business institutions could give to resident commercial travelers.

When will this post-card craze let up? Or will it ever abate at all? These are questions which are puzzling the curious student of affairs in the United States just at this time.

These preliminary details regarding Tripp county can't help taking you back to the Gregory county days. One Norfolk woman recently made a ninety-mile trip to hear the details of a wedding that she didn't attend.

Hastings has a fall festival in the nature of frontier day. It was advertised on Norfolk billboards. Ten thousand attended the show the first day.

Congregational church men in Norfolk were paid a compliment. Their wives attended the dinner prepared exclusively by the men, without taking a bite in advance.

Beatrice Express: In order to perpetrate a rich joke, as he alleges, a Norfolk man worked off a bogus \$20 bill on a farmer, and the fun cost him \$21.95 in police court.

volunteers should be reinforced and supported by the city to the extent of having a driver and horses maintained for the purpose of getting the firemen on the ground at the earliest possible moment. What is effective work now would be doubly effective then.

The name of McClary became associated with the life of Norfolk almost with the very birth of the town itself; and it has continued to be intimately linked with the city's being ever since. For more than thirty-seven years John S. McClary has lived in Norfolk.

John S. McClary has been more, in his life, than a pioneer in a frontier country. He was a union officer during the civil war. He helped to locate railroads in the new country west of Chicago.

John S. McClary was born at Onondaga, N. Y., February 17, 1833. His father was a farmer. Four years later the family moved to Madison county, N. Y., and in 1849 came west, locating near Belvidere, Ill.

There were three sisters and one brother. That brother went west to the mountains twenty years ago and has not been heard from since.

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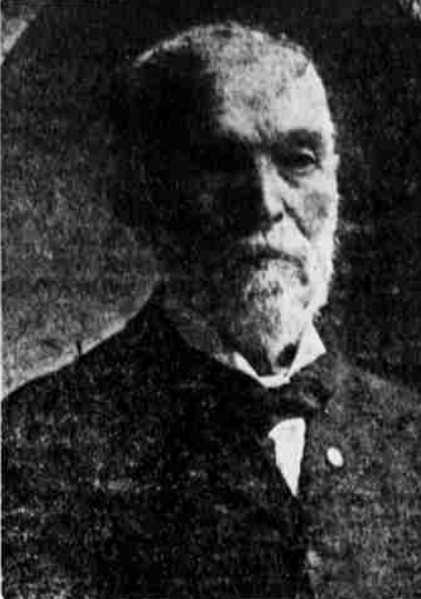
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A Pioneer Business Man of Norfolk Has Lived in This City For 37 Years



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Norfolk Looked Good to Him. Two years after Mr. McClary drove up the Elk Horn river to look at the country. Norfolk, lying at the junction of the Elk Horn river and its north fork, had just been started.

There were twenty-five people and one store—that of John Olney—here at that time. The location looked good to the stranger and Mr. McClary located in Norfolk. He built a store on the site where now stands the brick block of H. A. Pasewalk.

In that store the firm of McClary & Hayes remained for ten years, when the brick store building, the McClary block, now owned by Col. Hayes, was built at the corner of Norfolk avenue and Third street.

Mr. McClary was appointed by President Grant and was reappointed in 1879. The McClary home, one of the most spacious and one of the most splendidly appointed in all northern Nebraska even today, was built in 1883.

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How's That? We offer one hundred dollars reward for any case of catarrh that cannot be cured by Hall's Catarrh Cure. W. J. Cheney & Co., Toledo, O. We, the undersigned, have known F. J. Cheney for the last fifteen years, and believe him perfectly honorable in all business transactions, and financially able to carry out any obligations made by his firm.