TROUBLE OVER PROFITS

Farmers Made Money Out of Co-Operative Scheme.

OTHERS WANTED A SHARE IN IT

Original Stock Holders Think that There Should be Some Interest Due Them on Their Investment—May be Taken into the Courth.

Hastings, Neb., Jan. 11.—At a joint meeting of the Farmers' Elevator association and the Farmers Grain and Supply company, held at Brunnans, a grain station on the St. Joseph & Grand Island railroad six miles northeast of this city, a matter which has aroused considerable interest among those familiar with the working of farmers' elevators was brought to a head. Five years ago a number of farmers got together and built an elevator at a cost of $1,800 and began buying grain and naming themselves the Farmers' Elevator association. Seeing that the venture was successful others wanted to come in, consequently the Farmers' Elevator association offered to sell shares at $5 each, the purchasers getting an interest in the grain bought and sold, but getting no interest in the elevator building. So many farmers went into the deal that they installed a general provision store and became known collectively as the Farmers' Grain and Supply company. For the use of the elevator the latter company charged the former a rental of $300 per year. The business prospered and the double company made money, but on the division of the profits considerable variance appeared, the Farmers' Elevator company demanding a larger per cent of the profits because of the money they had originally invested in the building, the other company maintaining that matters were adjusted when the original company received the annual rental of $200. At the present time there has accumulated undivided profits amounting to $4,000. This afternoon a large number of interested farmers gathered, bringing their wives and children with them, for the final settlement. The agreement reached provides that the Farmers Elevator association shall receive back from the accumulated profits the money at first invested in the elevator, the remainder to be divided among all the stockholders according to their individual holdings, the business to be carried on in future under the name of the Farmers' Grain and Supply company. This proposition was suggested by 112 out of 97 being for some other settlement. Many of the old Farmers' Elevator association feel worsted, claiming that when they received back the amount invested five years ago there should have been added to it the interest for the intervening time, and some talk of entering upon litigation. Other than the disagreeable division of profits the enterprise was eminently a success.

NEBRASKA TEAM FOR ST. LOUIS

Stae May be Represented at the Exposition With its Swift Hose and Hook and Ladder Men.

Fremont, Neb., Jan. 11.—An all-Nebraska hose team may be sent to the Louisiana Purchase exposition at St. Louis next summer to compete with teams from other states in a series of events to be given there. The proposition will be brought up before the state firemen's convention, which meets in Fremont this month, and it is probable that arrangements will be made to send a squad of the best wheel men in the state.

It will cost between $400 and $500 to give Nebraska proper representation in these contests, and it is proposed that different towns which have running teams stand part of the expense and the state association pay the balance. Fremont, Grand Island, York, Kearney, Stanton, Norfolk and other places are interested in the plan. A hook and ladder team may also be sent.

Eighteen men are allowed for each hose team. The men picked from each city could start training by themselves and then get together for a week's drill and practice before going to St. Louis. The team would be popular with Nebraskans who expect to visit the fair.

TO FOLLOW GRAIN RATE.

It is Asserted That Other Roads Will Also Cut.

Lincoln, Jan. 11.—The Northwestern seems determined that the through rate from its territory in Nebraska to Chicago shall be 2 cents lower than the sum of the local to Omaha and the Chicago rate from Omaha. Recently it announced such a rate, was followed almost immediately by the Burlington with a similar rate, and now the Rock Island is showing an inclination to make good this idea by adopting it. It has not been positively announced that the Rock Island will name a similar rate, but it seems certain that such action will be taken, from the reports received from the meeting of traffic men in Chicago. This rate, 2 cents lower than the sum of the local to Omaha and the proportional to Chicago, will tend to draw grain direct to Chicago, rather than divert it from the short lines of road to the longer route through Omaha. "Freight follows lines of least resistance, like a great many other things," says a railroad man, "and the least resistance is where the rates are lowest. Therefore with 2 cents to its advantage Omaha will get no grain from the Burlington and Northwestern roads."

John A. Kuhn, general freight agent of the Nebraska and Wyoming division of the Northwestern, returned to Omaha from Chicago yesterday morning. Mr. Kuhn denied that he attended the meeting held there to check grain rates.

The following interview is quoted: "The purpose of the Chicago meeting was to check in rates so as to make through rates of other western roads conform to the rates established by the Northwestern on January 1. The freight agents of all roads running through Omaha to Minneapolis and Chicago attended this meeting. Even the Rock Island, which has hitherto held aloof, had its representatives there and checked in through rates from points on the line in Nebraska and Kansas.

"All of the roads, excepting the Rock Island, have announced that the Northwestern rates would be followed. The Rock Island freight officials, however, rather indicated that their line would not take part in the movement to make the through rates lower than the combination of the locals and thus discriminate against Omaha.

"The chances are now considered good that the Rock Island and all the other roads will follow the example of the Northwestern and claim as their excuse that the action of the Northwestern left them no alternative.

BURT GOES BACK TO CHICAGO

Railroad Man Insists That He Will Not Join the Northwestern Interests.

Omaha, Jan. 11.—Horace G. Burt is going back to Chicago to make his home. Friday he completed a deal with L. F. Crofoot whereby Mr. Crofoot purchased Mr. Burt's handsome Omaha home for $18,000. The work of packing at the Burt home is already under way, as possession is to be given the purchaser within two weeks. Mr. Crofoot answered a query as to the purchase by saying he had bought the home for his own uses.

Much speculation has been indulged in since the announcement of Mr. Burt's resignation as president of the Union Pacific as to his future intentions. Northwestern men who have been closely associated with Mr. Burt have insisted that his loyalty to the Northwestern in the past might be accepted as an evidence pointing to the fact that he would in time again be associated with that road.

Mr. Burt insists, however, that he and Mrs. Burt will first take a trip abroad, consuming several months before any outside business shall engage his attention.

DEPENDS ON MAROON GAME.

Nebraska Will Play the Gophers if Chicago Does Not.

Lincoln, Jan. 11.—Whether or not Nebraska will play the Gophers at Minnesota next fall depends on the outcome of negotiations now in progress between Minnesota and Chicago University. If the two big-nine teams should get together on the game Nebraska will be omitted from the Gopher schedule. Manager Buckmaster of the university football team has received a letter from Coach Williams of Minnesota asking him to reserve the last Saturday in October for the Gophers. Dr. Williams says that if his team decides not to play Chicago it will want to schedule a game with Nebraska on that date. He has letter he expresses himself as doubtful as to the Chicago game. Manager Buckner wrote Coach Williams that Nebraska would hold the date open for them.

What the Minnesota game means to Nebraska football is shown partially by the last financial report which showed a falling-off in receipts for the season due largely to the fact that no game was played with the northerners last year. This game has not only contributed to the funds of the board but it also adds to the interest taken in the game by people outside the university. While the game is not assured the results of the negotiations so far are very encouraging.

Is Fined for Killing Deer.

Dakota City, Neb., Jan. 11.—George Johns of Homer, who about November 28 last, shot and killed a deer near this place and who later was arrested on a complaint filed by Deputy State Game Warden E. Hunger of Lincoln, had his trial before County Judge Elmers today. Mr. Johns pleaded guilty to the charge and was fined $50 and costs. The fine was suspended until further orders of the court, and the costs, which were paid by Mr. Johns, were about $10. As it was thought Mr. Johns did nothing more than any other sportsman would do under the circumstances and as he was unfamiliar with the new game law, there was no disposition on the part of Game Warden Hunger and the other officers to prosecute the offender inasmuch as the law was upheld.

Asks County to Pay for Colt.

Wymore, Neb., Jan. 9.—A fine yearling colt, which belonged to William Clark, was injured so badly in the bridge across the Blue river, east of the city, that it had to be killed. The floor of the bridge had been repaired recently. Mr. Clark filed his bill for the colt with Supervisor Campbell who will present it to the board of supervisors.

FIVE BUILDINGS BURNED

Bad Fire at Cedar Rapids, Neb., Sunday Morning.

THE POSTOFFICE WAS INCLUDED

Flames Started in Grocery Store and Rapidly Spread—Broke Out in Defective Chimney at 2:20 O'Clock. Fire Department Does Well.

Cedar Rapids, Neb., Jan. 11.—Special to The News: Fire broke out in a grocery store here at an early hour Sunday morning and destroyed five buildings including the postoffice. The loss is estimated at $5,000; insurance $1,000.

The Five Buildings.

The flames ate up the grocery store of Pittsburg & Worfield; the post office, of which Earl Paty is postmaster; the shoe shop of H. J. Geirson; harness shop of Cleveland & Co.; and the pool hall and bowling alley of Kennedy brothers.

The fire started at 2:20 o'clock in the morning from, it is thought, a defective chimney in the grocery store. The fire department was called out and did great work in subduing the threatening flames. By 4 o'clock they had the blaze practically under control.

The fire was corralled by two brick buildings and destroyed everything between them. There was fear lest it might get these in some way and make a big hole in the town, but the efforts of the volunteer fire department prevented.

HUSBAND AND WIFE DON'T SPEAK

Family Skeleton Disclosed by Divorce Proceedings Between Prominent Omaha Couple.

Omaha, Jan. 9.—The family skeleton in the closet of Dr. F. E. Coulter was brought out on parade by the attorneys in the Coulter divorce suit before Judge Day. It was shown by the testimony of Dr. Coulter that for five years he and Mrs. Coulter lived in the same house, took their meals at the same table, attended the same church on the Sabbath, walking together to the church door, without ever exchanging a word. Mrs. Coulter would not sit in the same pew with her husband, but people thought that possibly she was hard of hearing and preferred to be in front, while her husband remained at the rear to be near the door when it was necessary to leave on professional business. Only intimate friends knew of the quarrel by the Coulters, who are among the most fashionable people in the city. They were aware of it, as their testimony disclosed today, because Dr. and Mrs. Coulter received company in different parts of the house. On summer evenings for the last five years Mrs. Coulter has entertained on the back porch. Dr. Coulter entertained his friends on the front porch. Counsel for the husband endeavored to show that Mrs. Coulter was not compelled to remain on the back porch, but did so of choice because seldom dressed to receive callers. Mrs. Coulter informed the court that for several years she has not asked the doctor for money but has earned a servant's wages performing the household work. This was by agreement. The testimony astounded friends and acquaintances, especially as much related to the doctor having spent considerable sums while in London practicing at a hospital, taking the pretty nurses to theaters.

Used Book on Assailant.

Fremont, Jan. 9.—An attack made by an unknown man upon Mrs. Marie Braucht and her daughter Miss Alma as they were going home about 10 o'clock at night was repulsed by a heavy book in the hands of the former lady. The two ladies were attacked just as they were passing St. Patrick's church. The man was lying beside the walk and grabbed Miss Balduff by the ankle as she passed, causing her to fall. Mrs. Braucht was carrying the book, and she proceeded to apply it so vigorously to the anatomy of her companion's assailant that he soon availed himself of the better part of valor and fled.

This is the first attack made upon women on the streets at night to come to the public notice this winter. The police will try to exercise vigilance enough to effect a capture should any more instances of the kind transpire. Miss Balduff was carrying a purse containing a small sum of money last night, and this may have been the object of the fellow's attempt.

CHARGES MURDER TO AVARICE

Attorney General Prout Files His Brief in the Mrs. Lillie Case—Was Cooly Planned.

Lincoln, Jan. 9.—"Juries have frequently condoned the killing of a faithless spouse; sometimes they excused a homicide committed out of love for some other person; but murder planned and executed out of avarice, the desire for money, the yearning to realize on a life insurance policy has never yet stirred juries to withhold the burden of punishment from the guilty."

This is the declaration of Attorney General Prout in asking the supreme court to affirm the sentence of Lena Margaret Lillie, convicted of the murder of her husband, Harvey Lillie. Mr. Prout asks that the sentence of the trial court be affirmed.

The brief which was filed in the case begins with the statement that the discovery of the revolver in an old well is not proper grounds for a new trial. The attorney general argues that the evidence proves that Lillie was killed with his own revolver and this was afterwards found in the well. He alleges that no burglar would stop to throw a loaded revolver in a well but would us it to protect himself in his flight.

It is also argued that gambling on the board of trade had created in Mrs. Lillie a desire for gain. The state defends the course in making experiments in the room where the murder took place, which it is claimed were proper in order to test the effects of a revolver shot.

General Vifquain Dead.

Lincoln, Jan. 9.—General Vifquain died at his home in this city after a long illness. He was 67 years of age.

General Vifquain was a native of Belgium, and was among the first settlers of the Blue river valley in Nebraska. For distinguished services during the civil war he was given a medal by congress.

Under Governor Boyd he was adjutant general of the state, and during the Spanish-American war succeeded to the colonelcy of the Third Nebraska, after the retirement of Colonel Bryan.

Under the two Cleveland administrations he filled consular positions in South America. For a number of years he was editor of the Lincoln State Democrat.

SUSTAINED THE GAME LAW

The Supreme Judges Passed on Validity of the Laws to Protect Game and Fish.

Lincoln, Jan. 9.—The game laws of Nebraska are constitutional in every respect and the penalties for the illegal slaughter of game can be enforced. In the case of D. B. McMahon and others against the state, the supreme court upholds the decision of the Boone county district court and declares the law constitutional.

D. B. McMahon, W. E. Harvey and P. E. McKillip were arrested by a game warden, in Boone county, and were fined because one member of the party had in his possession five prairie chickens. The case was first fought in the Boone county court, the defendants contending that not a member of the party except the one in whose possession the chickens were found should be fined.

The law also was attacked on numerous other points, among other things it being asserted that the provisions in regard to the closed seasons were unconstitutional as more than one subject was treated of in a section and in the bill establishing protection game preserves. The district court found for the state and the supreme court affirms. In the decision it is held that the including of the different varieties of wild fowl under the title "game birds" is legal and constitutional. The court also decides that the fines imposed are not excessive.

GOOD PROSPECT FOR CANAL.

Indications Point to Successful Financing of Fremont's Big Project.

Fremont, Neb., Jan. 9.—A few days ago those chiefly interested in financing the lower canal proposition met in Chicago to consider the present situation.

While there is nothing of a specific and definite nature to give out in connection with the meeting, the results were of a very satisfactory nature and good progress is being made toward the bringing of the great project to a successful issue.

It is of interest to the public and the members of the local canal company to know that the company is casting more than one anchor to windward. Through John Dern of Salt Lake City a rich and successful company that has built the largest electric light plant in the world may be interested in the Fremont project. This is, of course, condition on the failure of the present effort through the J. F. Kelley Engineering company of New York.

Through Mr. Dern a copy of the report of the engineers has been furnished the concern with which he may open negotiations, it being already somewhat understood with the Fremont proposition through report concerning it published in electric engineering journals.

DROPS DEAD.

Charles B. Fourke, a Pioneer, and Three Times Mayor of Florence.

Omaha, Jan. 12.—While disrobing, preparatory to retiring about 11 o'clock at night, Charles B. Fourke, a pioneer resident of Florence, dropped dead of heart disease.

Mr. Fourke was born in Ohio thirty-eight years ago, but for almost twenty-three years of his life at Florence. He was three times mayor of that village, and also served on the town council and the board of education.

For a number of years he had been engaged in the contracting business, and was also identified with the Kierle ice company. He leaves a wife and one child, aged 14 years.

SENATOR DIETRICH FREE

Cases Against Him are Dismissed by the Court.

THE GOVERNMENT GIVES IT UP

Because of the Ruling of the Court that Dietrich Was not Senator Attorney Summers Says a Trial is of no Use and the Matter is Dropped.

Omaha, Jan. 8.—Special to The News: The court today overruled the demurrer filed by Senator Dietrich's attorneys regarding the leasing of the postoffice building at Hastings and ordered the senator tried on the leasing indictment.

The government, through District Attorney Summers, announced that on account of the ruling that Dietrich was not senator at the time the alleged bribery transactions were said to have taken place, there was no use of trying the suit and withdrew from the action.

Senator Dietrich was dismissed by the court and is now free.

Fisher Case Nolled.

After the dismissal of the charges against Senator Dietrich, the hearing of the case of Postmaster Fisher of Hastings was taken up. The attorneys argued that the cases against him had been nolled by the action of the court in declaring that Deitrich was not senator at the time the alleged bribery was said to have taken place.

He has also, therefore, been discharged from custody.

Jury Ordered to Acquit.

Omaha, Jan. 8.—Special to The News: At 10 o'clock this morning Judge VanDevanter ordered the jury in the case of Senator Charles H. Dietrich to return a verdict of not guilty, on the grounds that Dietrich was not a senator when the allegations occurred. Not a single witness testified in the case.

PLEDGE STATE TO ROOSEVELT

Prominent Republicans Meet in Omaha to Plan Organization for Webster and the President.

Omaha, Jan. 9.—President Roosevelt will be assured that the candidacy of John L. Webster for vice president is not opposed to his second term ambitions.

Republicans from all over the state met at the Millard hotel and organized to promote Mr. Webster's candidacy. A resolution was adopted, recommending an early state convention, pledging the Nebraska delegation at the state to the support of Mr. Roosevelt, and selection, as delegates to the national convention, of men who are known to be in favor of the nominations of both Roosevelt and Webster. A certified copy will be sent to the president.

The following sub-committees, to advance the Webster interests, were appointed:

Ways and Means—Robert Crowell, G. W. Wattles, Rome Miller, L. L. Lindsey and John C. Wharton.

Press—Edward Rosewater, E. P. Holmes, Mel Uhl and S. P. Dodge, jr.

Literature—Ralph J. Breckenridge, E. M. Bartlett, W. J. Connell, H. M. Waring and T. W. Blackburn.

Chairman Kennedy will appoint state committees later. So far as possible they will be composed of former residents of this state.

Fight Going Ahead.

Lincoln, Jan. 8.—Chairman Lindsay today called a meeting of the republican state committee for next week to fix a date for the convention to select national delegates. The supporters of Roosevelt announce their intention to force the passage of a resolution endorsing Roosevelt and pledging Nebraska to his nomination. The railroad machine, which is accused of fighting Roosevelt under cover, opposes an instructed delegation and the president's friends intend to force the issue at the committee meeting.

PREACHER VISITS THE LOWLANDS

Rev. Byron Beall, With a Detective and Several Reporters, Makes an Inspection Tour.

Lincoln, Jan. 9.—At last it looks as if a practical effort was to be made looking to the reform of the women of the bottoms or at least toward an alleviation of the present condition of the social evil in the city. Rev. Byron Beall, along with Detective Bentley and several reporters, have made a trip through the tenderloin district of Lincoln to gather information.

Since the ministerial association of the city has taken up the work of the possible reformation of that part of the city, it has been felt that an effort should be made to learn both sides of the matter, if there are two sides to it, and it was to ascertain the sentiment of the women of the bottoms toward the movement that the excursion was made.

About two hours were spent there talking to the women and getting their views on the question, and at the end of that time, Rev. Beall declared that the evil had never appealed to him so strongly before and he said that he had learned many things never suspected by him before. It had been suggested by the police force, which is as much in favor of a reform in that region as any one else and is willing to give its whole-souled support to any scheme that is practicable to suppress or regulate the evil that will be an improvement on the present system, that some of the ministers ought to take a trip through the bad lands and see and hear for themselves what is going on there. It had been suggested that this would be a better scheme than writing theoretical papers on the subject, without knowing exactly what the conditions are that exist.

Five houses were visited in the pilgrimage and in all of them the party was made welcome and every effort was put forth by the keepers of the houses to assist in giving information in every way possible.

The primary object of the visit was to find out from the women themselves, the causes that brought them to this life, and what were the difficulties in the way of reform. At all the houses visited a slip of paper was handed to the matron containing these words: "Will you please give in writing the impediments that would stand in the way of your return to an honest life?" The question was explained to all of them, and they were asked to think the matter over and write to Rev. Beall concerning their answers. All of them also were requested to attend the service which will be held for their benefit January 24th.

WILL NOT FEED POULTRY.

Forty-Five Men Will be at Leisure at the Armour Establishment.

Lincoln, Jan. 9.—Owing to a change in the policy of the Armour Packing company nearly forty-five employes in the Lincoln branch of the poultry department will be discharged next Saturday night. The greater part of this number has been released from duty already and it is announced that the remainder will be at leisure by the end of the week.

M. M. Searls, the manager of the Lincoln branch, said Thursday afternoon that orders were received by him from the general manager at Omaha some time ago, stating that the amount of poultry being received here at present is not sufficient to demand the services of a poultry feeding department, and that hereafter all poultry shall be dressed as it is taken in at the Lincoln branch. Mr. Searls says he thinks the work will be taken up again as soon as the warm spring weather sets in and poultry begins to come in large numbers. This department has been feeding usually about 4,500 head of poultry, and a corpsful of employes, ranging from twenty-five to forty-five men.

Stocks to Choose From.

And finally—which is the point of most important point in the whole matter —the visitor will find there a great variety in stocks of goods, of whatever character, and he gets them always as cheaply and sometimes even at less money than the city affords. That may sound unreasonable to those who have never tested it. Those who have tried, just as the writer of the Nemo News who declared himself upon the matter, know full well that it is no pipe dream. They know that it is cold hard business facts.

Norfolk stores are large and they are complete. No better exist in the state of Nebraska and if you don't believe that, you'd better come and see. Norfolk merchants visit the New York markets many times a year. They buy alongside Omaha and Sioux City dealers. They know just as good as the other purchasers' and what's more, they bring home just as many carloads, in toto.

A Little Story.

Last week a tall, muscular fellow came into a Norfolk store. He bought a suit of clothes and some other articles. He paid for them in all. When the goods had been wrapped up, the merchant asked, "Where are you from?"

"From the Black Hills," he said.

"And how did you happen to come in?" queried the seller.

"I usually go to Omaha to buy my clothing," said the visitor. "I am so large that they can not fit me at home. I saw your ad. I saw that you advertised city methods and a large stock. So I made up my mind to stop off and see what you had. If you didn't have it, I could then go on. If you did I'd be saved a day's time and 200 miles of travel. Next fall I'm coming again."

He had found what he wanted.

People from Norfolk and tributary Norfolk can stop in Norfolk with just the same advantage that those from the north are able to do. They can come down on early morning trains, do all the noon train, and they can return either at noon or at night, giving them a half day in the city and saving them the additional trip with its additional expense.

A Lack of Appreciation.

Many merchants of Norfolk are not aware of the importance of this new northwest. Many of them do not appreciate the fact that five carloads of purchasers are passing right by the doors of Norfolk at 6 o'clock every morning in the month—five carloads who might with advantage stop here. Many of them, in fact, do not seem to realize the vastness of that new field which has been opened to Norfolk by the Northwestern railroad, and the fact that it is filled with thousands of people for whom this city is the only natural gateway.

The New Northwest.

The new northwest may be defined as that territory which lies between the main line of the Northwestern railroad and the Bonesteel branch. In other words, it is an immense triangle of which Norfolk is the apex. The whole territory, bounded by the line of steel from here to Long Pine on the south; by the ribbon of rail from here to Bonesteel on the east; and extending into a vast, unopened tract of land into the northwest—a tract which is as yet unsettled but which, as soon as the reservation is opened and as soon as the Northwestern railroad sees fit to build on to the east, which it will do beyond a doubt, will contain vast number of people.

Peculiarly Situated.

In this new northwest, which promises to be one of the greatest regions of the country, Norfolk is peculiarly situated. Norfolk is peculiarly situated. It is brought, by virtue of its position at the junction of the main line of railroad, into the point of the triangle and it belongs to the new northwest as much as does Bonesteel or Fairfax or Gayer.

It is a little circle of country definitely mapped out, in which all of the towns belong together and in which each has a mutual interest. Norfolk belongs to the new territory. The upbuilding of this section is as much Norfolk's interest as it is Bonesteel's. The opening of the 416,000 acres of reservation land, the settlement of this undeveloped territory and the growth of the country just north of every town is what Norfolk wants. It is selfishness, of course, that makes it want that. Self interest moves the world. And Norfolk is no different, interested in all of this because the growth of the whole will mean the development of Norfolk as the city of the territory—the upbuilding of each as the gateway to the entire section.

A few people in Norfolk appreciate the situation and know what the development of this vast tract will mean. Some do not. Those who do are taking every advantage of the opportunity right now. Others little realize what they are missing an opportunity and a golden one, at all.

Distances to Terminals.

Bonesteel is 125 miles from Norfolk. It is just exactly as far as Norfolk is from Omaha. This city is half way between. Between this point and Bonesteel are a score of thriving towns of progressive, prosperous, living towns which are growing healthier and stronger every day of their lives. The statistics of improvements which were published from them in The News on Jan. 2, show what they are doing toward development. Those are the older and wealthier towns to begin with and later the newer stock into which strong men are throwing their whole lives. Going straight up the line, there are Pierce, Foster, Plainview, Creighton, Verdigre, Winnetoon, Niobrara, Monowi, Verdel, Lynch, Spencer, Fairfax, Anoka, Butte and Bonesteel. Each is surrounded by a rich agricultural and stock raising country.

Long Pine is 125 northwest of Norfolk on the main line. It is as far as Norfolk is from Lincoln. And between the two railroad division towns are Battle Creek, Meadow Grove, Tilden, Oakdale, Neligh, Clearwater, Ewing, O'Neill, Atkinson, Newport, Stuart and Bassett. They are all good towns. They are situated in the heart of the greatest hay growing territory on the face of the earth and the cattle that come from there are famous.

And between these two straight lines of railroad, all of them inclining naturally to Norfolk when something larger than their home markets are needed, are the largest number of good farms in any equal area in Nebraska. And everyone of them is naturally tributary to Norfolk. If Norfolk goes after the business, it can have it and nobody else to any other point. If Norfolk sits still, that trade will pass through Norfolk and go to Omaha and Sioux City.

Among the towns may be mentioned a representative list, as follows: Birch, Colbergen, Willdale, Hartwick, Savage, Orchard, Emporia, Page, Armstrong, Hainesville, Slocum, Star, Dukeville, Knoxville, Watson, Pinkelville, Dorsey, Leonie, Joy, Orella, Stanton, Scottville, Hiscock, Bird, Alford, Paddock, Turner, Catalpa, Inglis, Rosedale, Gross, Naper, Basin, Mills, Brockburg, Lutes, Enterprise, Simpson, Kirkwood, Springview, Norden, Pine Camp, Johnstown, Winfield, Grand Rapids, Badger and many others.

Merely Need Invitations.

These towns are all connected by telephone. They are all reading a Norfolk daily paper. And if they were shown that they could buy as cheaply here as the people farther away, and if they were given to understand that Norfolk merchants gave the greatest care to whether that trade came here or not, and if they were shown that they would begin to feel at home in this, their own natural trading city, and would come here to do their surplus shopping for a thousand years to come.

They Crowd the Trains Already.

The Norfolk people would but take the trouble to think, they would know that no more crowded trains are running today in Nebraska than the morning trains which enter Norfolk from Bonesteel and from Long Pine. They could see with their own eyes, if they would but take the trouble to look, that every train that comes into Norfolk at noon from Bonesteel and for Long Pine, filled almost uncomfortably with passengers day after day. If they would but stand at the railroad eating house, South Norfolk, when these trains pass through, they would see hundreds and hundreds of people rushing in for a bite and then climbing back upon the trains, then go to Omaha. It is not as though the patronage was not waiting. It is there right now, to be had for the trouble of asking.

They are Anxious to Come.

People of this territory are anxious to come to Norfolk. That is evident from the tone of the newspapers which have been talking about this very plan for three months past. The newspapers from the new northwest have been driving the fact of Norfolk's location and possibilities for weeks and weeks; the views have been elicited by The News and have been read by Norfolk merchants because the merchants haven't thought them worth while.

Probably 200 commercial travelers who make headquarters in Norfolk sell goods in the territory, but it is not Norfolk goods that they sell. It merely shows that the wholesalers consider the new northwest out of Norfolk, as worth their time and energy. The fact, too, that two heavy freight trains a day to Bonesteel and two west, regularly, leave the city, shows that there are some people there already. And of the 250 who pass through every morning, at least 100 ought to stop here.

Chicago is built up on its location. So is Cedar Rapids, Iowa. So is Omaha and so Sioux City. There are no mines near here nor products for many factories. But there is a location which can not be equaled except by Omaha and the state of Nebraska, and it is up to Norfolk to take advantage of it.

A Plan.

It is up to the Commercial club to get together. It is up to Norfolk to quit its petit jealousies and to bury personal ends. It is up to every business man to do his share toward Norfolk, regardless of what he thinks about his neighbor.

A plan is here suggested for the consideration of the Commercial club. That means every business man, for if there is a business man who does not belong to the Commercial club, he ought to join.

The plan is this. Hire a train. All join in on the trip. Go up the Bonesteel line. Take a band along for music. Stop at every town for half an hour or so. March out through the streets with that band and hurrah for Norfolk. Shake hands with everybody in every town. Give them a right royal welcome. Show them that Norfolk knows they are on earth and wants to get acquainted with them. Tell them to come down and see us. Make them glad they live near Norfolk. And then, by judicious advertising, show them that can get as good here as anywhere else and that they can save $12 expense, besides.

One man can't do this alone. Neither can a newspaper. The News has been working day and night trying to do its share. A few merchants in Norfolk have realized the fact that through it they could reach over 2,000 people six days out of every week and that those 2,000, together with their families of 10,000 more, are by virtue of every natural law, tributary to Norfolk, Nebraska. The others have not seen he advantage.

Time to Act.

It is high time to act. The railroad has been built for over a year into the new territory. The towns are young and now is the time that they are forming their habits. Now is the time they must be sought by Norfolk—or never. The whole city must get together and lend an effort. And if there is a knocker in the crowd, the rest will have to push on, together, without him.

CREIGHTON.

John Green was a passenger to Omaha Wednesday morning.

Lyman Stewart was visiting in Norfolk Wednesday and Thursday.

Ray Strain and Miss Clara Anderson went to Lynch Monday to visit relatives.

Mrs. L. A. Howes came up from Stanton Wednesday and is visiting Creighton relatives.

Mrs. Frank Idle came up from Norfolk Wednesday to visit her parents, Mr. and Mrs. John Howes.—News.

A PLAN IS HERE SUGGESTED

Five Passenger Coaches Filled With People Daily.

OUGHT TO STOP IN NORFOLK.

The New Northwest, a Great and Growing Country Which Has a Wider Field Than Any Other Portion of State, is Open to this City.

Five passenger coaches filled with men and women who are going to market to buy, pass through Norfolk every day in the week. Three of them come in over the Bonesteel branch of the Chicago & Northwestern; two of them arrive from the Long Pine end of the division; and nearly all of them pass on straight through to either Omaha or Sioux City. There are probably thirty-five people to the car on an average—over 1,200 each week—and nearly all of them could stop in Norfolk with advantage if they only knew it.

These people are passing through every single day of the year, enroute to the cities on the Missouri river, looking for chances to spend their money for clothing, dry goods, shoes, notions, pianos and a thousand other things which they cannot get in such large variety of their home merchants. It is the surplus trade which always goes away from home and it might far better come to Norfolk than to Omaha or to Sioux City.

Why? To begin with, a person going from Fairfax, for instance, saves just $9.20 cash expense, to say nothing of a whole day's time, in coming to Norfolk rather than to Omaha. From Norfolk to Omaha it is 120 miles. At 3 cents per mile this is $3.60 down and $3.60 back—$7.20 in all for extra railroad fare. The trip, secondly, requires just twenty-four hours' more time. Leaving Fairfax at 2 o'clock in the morning, the passenger arrives in Norfolk at 5. He may do his shopping during the morning, have seven full hours in the city, and get back home an hour before supper time that afternoon. Passing on to Omaha, he would arrive there at 11, stay until the next day at 8 and return home by riding all day long, in time for supper on the second night.

The railroad fare has cost $7.20 extra. The hotel bill has been $2 extra. His time has been worth at least $2 more and the strain of riding that surplus 240 miles can not be measured in dollars.

Stocks to Choose From.

And finally—which is the point of most important point in the whole matter —the visitor will find there a great variety in stocks of goods, of whatever character, and he gets them always as cheaply and sometimes even at less money than the city affords. That may sound unreasonable to those who have never tested it. Those who have tried, just as the writer of the Nemo News who declared himself upon the matter, know full well that it is no pipe dream. They know that it is cold hard business facts.

Norfolk stores are large and they are complete. No better exist in the state of Nebraska and if you don't believe that, you'd better come and see. Norfolk merchants visit the New York markets many times a year. They buy alongside Omaha and Sioux City dealers. They know just as good as the other purchasers' and what's more, they bring home just as many carloads, in toto.

A Little Story.

Last week a tall, muscular fellow came into a Norfolk store. He bought a suit of clothes and some other articles. He paid for them in all. When the goods had been wrapped up, the merchant asked, "Where are you from?"

"From the Black Hills," he said.

"And how did you happen to come in?" queried the seller.

"I usually go to Omaha to buy my clothing," said the visitor. "I am so large that they can not fit me at home. I saw your ad. I saw that you advertised city methods and a large stock. So I made up my mind to stop off and see what you had. If you didn't have it, I could then go on. If you did I'd be saved a day's time and 200 miles of travel. Next fall I'm coming again."

He had found what he wanted.

People from Norfolk and tributary Norfolk can stop in Norfolk with just the same advantage that those from the north are able to do. They can come down on early morning trains, do all the noon train, and they can return either at noon or at night, giving them a half day in the city and saving them the additional trip with its additional expense.

A Lack of Appreciation.

Many merchants of Norfolk are not aware of the importance of this new northwest. Many of them do not appreciate the fact that five carloads of purchasers are passing right by the doors of Norfolk at 6 o'clock every morning in the month—five carloads who might with advantage stop here. Many of them, in fact, do not seem to realize the vastness of that new field which has been opened to Norfolk by the Northwestern railroad, and the fact that it is filled with thousands of people for whom this city is the only natural gateway.

The New Northwest.

The new northwest may be defined as that territory which lies between the main line of the Northwestern railroad and the Bonesteel branch. In other words, it is an immense triangle of which Norfolk is the apex. The whole territory, bounded by the line of steel from here to Long Pine on the south; by the ribbon of rail from here to Bonesteel on the east; and extending into a vast, unopened tract of land into the northwest—a tract which is as yet unsettled but which, as soon as the reservation is opened and as soon as the Northwestern railroad sees fit to build on to the east, which it will do beyond a doubt, will contain vast number of people.

Peculiarly Situated.

In this new northwest, which promises to be one of the greatest regions of the country, Norfolk is peculiarly situated. Norfolk is peculiarly situated. It is brought, by virtue of its position at the junction of the main line of railroad, into the point of the triangle and it belongs to the new northwest as much as does Bonesteel or Fairfax or Gayer.

It is a little circle of country definitely mapped out, in which all of the towns belong together and in which each has a mutual interest. Norfolk belongs to the new territory. The upbuilding of this section is as much Norfolk's interest as it is Bonesteel's. The opening of the 416,000 acres of reservation land, the settlement of this undeveloped territory and the growth of the country just north of every town is what Norfolk wants. It is selfishness, of course, that makes it want that. Self interest moves the world. And Norfolk is no different, interested in all of this because the growth of the whole will mean the development of Norfolk as the city of the territory—the upbuilding of each as the gateway to the entire section.

A few people in Norfolk appreciate the situation and know what the development of this vast tract will mean. Some do not. Those who do are taking every advantage of the opportunity right now. Others little realize what they are missing an opportunity and a golden one, at all.

Distances to Terminals.

Bonesteel is 125 miles from Norfolk. It is just exactly as far as Norfolk is from Omaha. This city is half way between. Between this point and Bonesteel are a score of thriving towns of progressive, prosperous, living towns which are growing healthier and stronger every day of their lives. The statistics of improvements which were published from them in The News on Jan. 2, show what they are doing toward development. Those are the older and wealthier towns to begin with and later the newer stock into which strong men are throwing their whole lives. Going straight up the line, there are Pierce, Foster, Plainview, Creighton, Verdigre, Winnetoon, Niobrara, Monowi, Verdel, Lynch, Spencer, Fairfax, Anoka, Butte and Bonesteel. Each is surrounded by a rich agricultural and stock raising country.

Long Pine is 125 northwest of Norfolk on the main line. It is as far as Norfolk is from Lincoln. And between the two railroad division towns are Battle Creek, Meadow Grove, Tilden, Oakdale, Neligh, Clearwater, Ewing, O'Neill, Atkinson, Newport, Stuart and Bassett. They are all good towns. They are situated in the heart of the greatest hay growing territory on the face of the earth and the cattle that come from there are famous.

And between these two straight lines of railroad, all of them inclining naturally to Norfolk when something larger than their home markets are needed, are the largest number of good farms in any equal area in Nebraska. And everyone of them is naturally tributary to Norfolk. If Norfolk goes after the business, it can have it and nobody else to any other point. If Norfolk sits still, that trade will pass through Norfolk and go to Omaha and Sioux City.

Among the towns may be mentioned a representative list, as follows: Birch, Colbergen, Willdale, Hartwick, Savage, Orchard, Emporia, Page, Armstrong, Hainesville, Slocum, Star, Dukeville, Knoxville, Watson, Pinkelville, Dorsey, Leonie, Joy, Orella, Stanton, Scottville, Hiscock, Bird, Alford, Paddock, Turner, Catalpa, Inglis, Rosedale, Gross, Naper, Basin, Mills, Brockburg, Lutes, Enterprise, Simpson, Kirkwood, Springview, Norden, Pine Camp, Johnstown, Winfield, Grand Rapids, Badger and many others.

Merely Need Invitations.

These towns are all connected by telephone. They are all reading a Norfolk daily paper. And if they were shown that they could buy as cheaply here as the people farther away, and if they were given to understand that Norfolk merchants gave the greatest care to whether that trade came here or not, and if they were shown that they would begin to feel at home in this, their own natural trading city, and would come here to do their surplus shopping for a thousand years to come.

They Crowd the Trains Already.

The Norfolk people would but take the trouble to think, they would know that no more crowded trains are running today in Nebraska than the morning trains which enter Norfolk from Bonesteel and from Long Pine. They could see with their own eyes, if they would but take the trouble to look, that every train that comes into Norfolk at noon from Bonesteel and for Long Pine, filled almost uncomfortably with passengers day after day. If they would but stand at the railroad eating house, South Norfolk, when these trains pass through, they would see hundreds and hundreds of people rushing in for a bite and then climbing back upon the trains, then go to