

BAD MIDNIGHT FIRE

NORFOLK BUSINESS DISTRICT MENACED WITH FLAME.

FIRE BOYS DID GREAT WORK

TURF EXCHANGE SALOON AND RESTAURANT DESTROYED.

SEVERAL FIREMEN ARE HURT

After Battling Against Fierce Flame for Six Hours in the Night, the Fire Department Became Master and the Adjoining Buildings Saved.

A fire which broke out in the Turf Exchange saloon building on Norfolk avenue early Sunday morning and which raged for six hours before it was finally brought under control, menaced the business heart of Norfolk as no blaze in many a moon has done, and destroyed the saloon building and the adjoining restaurant completely. With the mercenary standing at twenty-two degrees below zero the Norfolk fire department faced a fight of its lifetime, and succeeded in conquering the flames with most admirable skill. But for the efforts of the volunteer fire ladders, the fire would, it is thought, have leaped across Norfolk avenue and taken a sweep in the most thickly built portion of the town. The building occupied by A. J. Durland, the Durland Trust company and the Norfolk Building & Loan association was charred and a plate glass broken.

The Loss.
The loss to the two buildings, which were owned by Fred Krug, the Omaha brewery firm, is placed at \$3,000. The loss on the saloon, which was the property of E. W. Harder, is about \$5,000 and the loss on the restaurant property, owned by A. H. Zirfas, was about \$1,500. The insurance on the buildings was carried at Omaha so that the amounts are not known. The insurance on the Harder property was something more than \$3,000 and the insurance on the restaurant property was \$800. The Durland building was damaged to the extent of \$125 and was insured.

It is thought by Mr. Harder that the Krug company will replace the burned buildings with a modern brick structure. He expects to re-enter business in the city.

Firemen Suffer Injuries.

A number of firemen suffered more or less severe injuries as a result of the flames. Those hurt were: Harry Wait, injured about the nose by falling timbers which struck him in the face. John Michaelson, injured on the bridge of the nose by falling timbers. Fire Chief Kern, feet frozen. Ben Boemer, feet frozen. Tony Denklinger, feet frozen. Many received frozen ears.

Cause of the Fire.

The fire started in the rear of the saloon building and was presumably caused by the explosion of a lamp which had been left lighted for the purpose of preventing the water pipes from freezing. This, however, is not known to be true. The blaze was discovered shortly before 1 o'clock. It was seen by Nightwatchman Carl Piller and by people in the restaurant. Within a short time the first alarm was turned in and by 1 o'clock a stream was playing on the blaze.

Four Alarms Sounded.

There were four long alarms sounded for rousing out the slumbering fire fighters. So bitterly cold was the night that it was a terrific task to get out of a warm bed after midnight to attend any sort of a fire. And, not knowing what kind of a blaze it might be—not being assured that it was not, as many others frequently are, a mere bunch of smoke, dozens and dozens of the firemen, after hearing the first alarm, rolled over in bed and went back to sleep.

At 1:15 the second alarm was sounded, at 1:30 came the third shriek of the sea-lion whistle at the pumping station and at 2:30 the last shrill call for help was given. With so many different summons, following one another at such brief intervals, the firemen who had at first gone back to sleep began to realize that there must be a dangerous blaze and by the fourth alarm almost every fireman in town had turned out.

Pressure Was Great.

The water pressure, pumped up by Engineer August Grauel at the city pumping station, was magnificent. It sent streams into the burning buildings which literally tore the wood-work into shreds. From the rear two streams were forced into the flame, from the front was one and from above, the nozzle standing on top of the Durland building, was the fourth.

Booze Flows Freely.

When it was seen that it was an utter impossibility to save the saloon, booze began to flow. It was "on the house" this time, and everybody's turn to drink. It was one of

the times when all get to drink without making anybody buy. And it went a long way toward relieving the pains of the intensely cold winter night.

Many Pairs of Mittens.
Hundreds of pairs of cotton mittens, fresh from the counters of adjoining store buildings, were used up by the courageous firemen who handled the hose during the long fight. Chief Kern authorized the use of all the mittens that were needed for protection against the ice and a constant stream of men poured in and out of the Star clothing store, the Degner hardware store and the Wide Awake clothing store, in quest of the hand preservers.

Finally Get it Under Control.

After fighting against the flames as bravely as ever firemen could fight, for five long, cold hours, the department succeeded in getting the destructive redness under control and at 6 o'clock Chief Kern was satisfied that there was no more impending danger to other blocks.

Gloomy Wreck Today.

As a result of the fire, the site of the Turf Exchange is a gloomy wreck today. The walls totter in like the frame of a drunken man and all else is a picture in the black and white effect—perfectly black charred portions and perfectly white pillars of ice which resulted from the water.

Insurance Gets a Lift.

While the buildings across the street were enveloped in flame, Sol G. Mayer, proprietor of the Star clothing store, saw impending danger to his stock if the fire should ever jump across Norfolk avenue. "Wish I had \$2,000 more insurance," he remarked. An insurance man heard the remark and within a half hour had delivered a policy to Mr. Mayer.

Commends the Work.

W. W. Roberts, an insurance agent whose interests were so well protected by the fire boys, was enthusiastic in his commendation today of the work of the fire department. "I was insurance adjuster for one company during twelve years," said Mr. Roberts, "and was for a long time chief of police at Carthage, Ill., and I have never in my life seen so efficient a volunteer fire department. I want to express my thanks to them for the way they handled that blaze."

Hoze Froze Afterward.

After the fire was over and the long strings of hose had been hung on the dry racks in the fire apartments, the rubber tubes froze with what water remained in them and Chief Kern yesterday had a hard time getting them thawed out so that he might be ready to handle another blaze. The entire lot of it, however, has now been placed in readiness for any emergency.

SNOW ON WALKS TO BRING FINE

Street Commissioner Declares He Will Punish Violators.

People in Norfolk who fail or refuse to clean off the snow from their sidewalks, are in for prosecution. The street commissioner announced today that every person violating the city ordinance in this regard, which provides that every walk shall be cleaned within twenty hours after daylight following a storm, shall be fined \$1 and costs.

M. & O. CONDUCTOR KILLED.

Frank J. Loudy Dies From Injuries Received at Dakota City. In a railroad collision on the Chicago, St. Paul, Minneapolis & Omaha railroad at Dakota City, Neb., late Thursday night, Conductor Frank J. Loudy, who was in charge of a freight train, was killed. He received such injuries that he lived but a short time after being taken to Sioux City for treatment.

Conductor Loudy's train was running behind time and was on the main track at Dakota City at 11:15 when an engine following it, with a snow plow, ran into the rear end of the freight. The engine crew failed to see the freight train. The caboose was telescoped and Mr. Loudy was terribly injured in the smashup. Mr. Loudy was conductor on a train which ran between Sioux City and Omaha.

ON HOSPITAL FOR INSANE

COMMITTEE RECOMMENDS \$35,000 APPROPRIATION.

WOULD CUT OUT BOOKKEEPER

Censure the State Architect for Lack of Economy in Constructing the Norfolk Cottages—Say the Steward Can Do the Book Keeping.

The house committee on public lands and buildings, which recently visited the Norfolk hospital for the insane, has reported to the legislature recommending an appropriation of \$35,000, censuring the state architect and recommending that a bookkeeper be eliminated from the list of employees.

The report is as follows: We recommend an appropriation of \$35,000 for repairing old wing and putting the grounds in shape, making tunnels, repairing boilers and making other necessary repairs.

Your committee feels that the cottages constructed under the supervision of the state architect during the last biennium, now nearing completion, were being furnished in a manner to call for a maximum expense, especially the administration building and that a great economy could have been practiced without any deterioration to the buildings.

We would also suggest that the employment of a bookkeeper at Norfolk with the present capacity of the institution, should be dispensed with, as we consider such an officer unnecessary, as the steward should perform the duties of that office.

HOUSE COMMITTEE COMING

Members of Committee on Insane Hospitals to be Here Monday.

The house committee on insane hospitals of which Dr. Bartoo is chairman, expects to visit Norfolk Monday to look over the situation at this place preparatory to acting on the bill appropriating money for the work of construction.

There is the following in the record of the proceedings of the house yesterday:

"House roll No. 26, by Richardson, appropriating \$35,000 for improvements and repairs on the Norfolk asylum, was still under consideration when the committee rose. Jones of Polk, called attention to the fact that, according to the report of the committee on public lands and buildings, the \$100,000 appropriated by the last legislature for the same purpose had been extravagantly expended, and wanted careful investigation of the situation at Norfolk before any more appropriations are made."

TUESDAY TOPICS.

- P. E. Slaughter is in the city from Genoa.
- B. F. Hershman of Alliance was in Norfolk.
- H. Teigler was in the city from Fremont.
- L. A. Fisher was in the city from Oakdale.
- V. Copeland was in the city today from Madison.
- E. O. Garrett of Fremont was in Norfolk today.
- Chas. S. May of Madison was a visitor in Norfolk.
- W. R. Locke of Stanton had business in Norfolk.
- Henry Wax was in the city yesterday from Pilger.
- George Buffington was a city visitor from Hartington.
- Miss Hattie Allberry returned from a visit at Omaha.
- C. W. Danner of Albion was in Norfolk yesterday.
- Geo. A. Brooks was down from Battle Mills yesterday.
- Charles Dugan returned Sunday night from Omaha.
- A. T. Garrard was in the city Monday from Randolph.
- Thos. J. Reelmon was a Norfolk visitor from Creighton.
- Banker H. Barnes was down from Battle Creek yesterday.
- A. J. Hammarley was in the city yesterday from Atkinson.
- Ex-Sheriff J. M. Kreader of Fremont was in the city yesterday.
- Mr. and Mrs. J. W. Johnson were in the city today from Neligh.
- Editor D. L. Pond of the Inman News was in the city yesterday.
- Will Ruth and Midge Ruth were city visitors Monday from Wakefield.
- John Crook of Meadow Grove transacted business in Norfolk yesterday.
- Benj. H. Chedeck of Verdigris was in the city over night on his way to Sioux City.
- Mrs. B. C. Gentle has returned from a visit with her sister, Mrs. A. P. Pilger, at Madison.
- Dr. J. M. Alden was down from Pierce on business connected with the hospital for the insane.
- Representative F. W. Richardson was in the city Monday on his way from Battle Creek to Lincoln.
- Mrs. Leland Spaulding has arrived from Philadelphia to be with her husband during his stay in Norfolk.
- Mr. and Mrs. E. P. Olmstead left Sunday noon on a delayed train for Omaha in response to a message announcing the death of Mr. Olmstead's mother, who passed away that morning. The funeral was held at the old home of the family in Iowa. Mrs.

Olmstead was sixty-five years of age and had been in feeble health for some time.

Mrs. John Henan, living near Humphrey, is very ill. Owing to the illness of Mrs. Darius Mathewson, at whose home the party was to be given, Mrs. Haggard, who had issued invitations for an afternoon, has been compelled to postpone the function indefinitely.

The hotels in Norfolk were jolly places today and made the scores of travelers who are lodged in the city, as happy almost as though they were really in their own homes. The lobbies were filled with jovial drummers who had started on their trips through the northwestern part of the state and who, blocked by the storm, were forced to return and spend the day being glad they were alive. But in spite of the cold and the wind and the snow that howled outside and made things hum, it was fair weather within. For it's always fair weather when jolly drummers get together, and life didn't drag with them for a single minute. Cribbage and billiards and pool gave some of them amusement for a portion of the day while still others, accomplished in the musical art, played rag time and classic bits of creation on the pianos in the parlors and sang to their own accompaniment. At times a little group of them formed a serenading party and entertained from floor to floor. It was like a holiday for fair with the commercial men.

Hotel clerks at the Pacific and the Oxnard enjoyed rare fun this morning when guests who had been allowed to sleep over time because of the fact that there were no freight trains running, appeared on the scene and wanted to know why it was. One drummer who had left a call for 7 o'clock woke up at 8 and looked at his watch. Then he began to rave. He had outlined his trips for the day so that he could make just so many towns and could finish the route by the end of the week. And he was planning to go west on an early freight. He wanted to get to O'Neill today. He would have stopped at Battle Creek and Tilden and Meadow Grove. Tomorrow he could make Neligh and Clearwater and Ewing and the next day he could go to Atkinson and Bassett and Stuart and Newport and Long Pine. It was all laid out. Then by making Ainsworth and Valentine the last of the week he could take a run for home. But he hadn't been called. "Why didn't you call me?" he demanded. When told that no trains were running his face changed. He was a happy man. He had had overtime sleep and there was no serious consequence. It was on the weather man this time, and his treat.

HIGH SCHOOL BURNT DOWN

PLATTE CENTER LOSES SCHOOL SUNDAY NIGHT.

NOTHING COULD SAVE IT

Town is Without Waterworks and the Efforts of the Citizens to Prevent the Loss Were Ineffectual—Started from Furnace.

Humphrey, Neb., Feb. 13.—Special to The News: The high school building at Platte Center was burned to the ground last evening. At 6:30 flames were seen issuing from the doomed building and although there was a quick response to the alarm nothing could be done that proved of any avail. The town has no fire department and the amount of water that could be carried to the building by the citizens did not amount to anything toward checking the flames. It is supposed the fire started from the furnace.

Use News want ads. They pay. They bring results. In a little want ad you are enabled to reach more than 2,400 homes every day. Granting five people to a home, your little ad is read by 12,000 persons. Out of 12,000 persons reached by The News in a day, there ought to be some one interested in what you have to offer.

FOR SALE.—My mammoth black jack, foaled and grown in Nebraska. Is 3 years old, stands 15½ hands high; weight 900 pounds. Has a large bone, good style. Is good performer. Inquire of John H. Harding.

A United States Wall Map, well adapted for use in office, library or school, substantially mounted, edges bound in cloth, printed in full colors, showing the United States, Alaska, Cuba and our island possessions. The original thirteen states, the Louisiana purchase, the Oregon territory, etc., are shown in outline, with dates when territory was acquired, and other valuable information.

Sent to any address on receipt of fifteen cents to cover postage, by B. W. Kniskern, P. T. M., C. & N-W. R'y., Chicago.

"I can't get a girl," cries the despairing housekeeper. A want ad in The News gets the girl, restores sunshine in her soul, cheerfulness in her home and happiness in her husband and children. News want ads are great stuff, if used.

N THE BLIZZARD'S WAKE

YESTERDAY WAS ONE OF THE WORST IN MANY YEARS.

TRAIN TRAFFIC IS RECOVERING

Rural Route Carriers Report That Yesterday Was the Worst Day They Have Ever Experienced in Traversing Country Roadways.

In spite of the fact that there was little of a storm in the air all day long yesterday, the conditions in the country roads and in the cuts on the railroad tracks of the northwest proved it to be one of the worst days in many a winter for this section of the country. It is believed that a severe blizzard, which raged at Chadron Wednesday night and which ran down the Elkhorn valley during the night, passed over all of the territory along the Northwestern railroad, striking Omaha later in the day.

As a result of the blowing which had been done all night, cuts and roads were so completely blocked that all railroad traffic was carried on with great difficulty yesterday, and some trains were unable to leave or enter Norfolk during the entire twenty-four hours. The rural route carriers report, too, that it was the worst day to travel across country which they have ever experienced. They were utterly unable in many instances to gain headway against the snowdrifts.

Rural Route Troubles.

Rural Route Carrier Warren Rouse was stuck in a snowdrift on his route and unable to proceed further. He finally unhitched his team of horses, placed one of the animals in the barn of a farmer, together with his wagon, and rode horseback on the other into town.

J. W. Rouse, father of Warren Rouse, and carrier on route No. 2, was forced by the snow to eliminate ten miles of his trip altogether, and return to town along late in the afternoon.

Carrier Show had the longest trip he has ever known, the drive requiring more than eleven hours. He was blocked in a drift and had to have assistance before he could get out. He arrived home at 8 o'clock last night.

Lee Tipton reported that it was the worst trip he has ever made. Carrier Ed Beels also experienced great difficulty in getting along the rural roads.

Railroad Cuts Blocked.

As a result of the drifting in the cuts on the railroads, the Union Pacific road was unable all day long to run any trains either in or out of Norfolk and the passenger, due out of the city at 11 a. m., made a short run into the country, ran against a huge, white bank of crystals, was unable to dig its nose through the drift and returned to the city for the rest of the day, having missed one trip. The freight train, due here at noon, was blocked at Oconee and unable to continue.

Snow plows were necessary on the Northwestern, both the main line and the branches, and on the Chicago, St. Paul, Minneapolis & Omaha. With the drifts that they encountered, the trains did remarkably well to move as nearly on schedule time as they did.

23 Below Zero Today.

As the wind died down the mercury dropped also, during the day, and last night the cold wave that had been predicted, arrived. Before morning the thermometer had registered twenty-three degrees below zero, making a variance during twenty-four hours of just thirty-eight degrees in one day.

Trains today returned in nearly all instances to their regular schedules.

MORE SNOW BLOWS TODAY

FIERCER STORM GREETED AWAKENING NEBRASKA.

TRAINS AGAIN SUFFER DELAY

A Strong Northwest Wind Drifted the Snow Badly Today and Snow Plows are Working Overtime—Sheets of Blinding Particles Filled Air.

[From Tuesday's Daily.] Another severe storm, approaching the ferocity early this morning of an old fashioned blizzard, swept over Nebraska today, blew snow into drifts, blocked railroad traffic and made life miserable for the already long suffering public.

At 7 o'clock this morning the sheets of snow were blown so fiercely from the northwest that it was impossible to see a block away and people driving were in constant danger of colliding with other teams which might at any moment come along. After a half hour of such severity, the loose snow seemed to have been pretty well whipped out and the air cleared perceptibly, though the wind continued.

Train Traffic Suffers.

Train traffic was again a victim of the storm and railroading today is a hard proposition. All freight trains on the Northwestern were annulled for the day, though an effort was made to run passenger trains. The morning train from Bonesteel arrived in the city twenty minutes late;

No. 6, the main line passenger from the west, was two hours and a half late out of Long Pine and will probably be at least that late in Norfolk; the noon train from Omaha, headed for Bonesteel, was reported as at least an hour and a half late and the afternoon westbound train, headed for Long Pine, was forced to wait for that connection.

The M. & O. morning passenger, due out of Norfolk at 6:30, was unable to start for several hours, owing to snow blockades. The Union Pacific service was again struck, drifts filling the cuts and stopping attempts to run trains.

Snow Plows Hard at Work.

Snow plows are again hard at work in this section of the country, having been called into service early this morning. It was necessary for the plows to open the lines before passenger trains, in many instances, could make headway.

One good feature of the storm was the fact that the mercury took a rise in its capillary tube and prevented much of the suffering that man and beast might have had to endure.

Reports that have thus far been received do not indicate that there is great suffering among live stock, although later developments may, of course, show that the storm was hard on cattle.

Thermometer's Big Range.

The thermometer took a big jump yesterday. After having registered at twenty-nine degrees below zero during the night, it ran up the scale just fifty-nine degrees before sundown last night. Then it dropped to three above.

COLLEGE CATALOGUE.

List of Advertising Patrons to the Work.

The catalogue of the Norfolk Business college which will be issued in a short time is being liberally patronized by business men of the city who believe in helping a worthy cause, at the same time patronizing what will prove a good advertising medium. Five thousand copies of the catalogue are to be issued and distributed where they will attract the attention of possible students for the school. Following is a list of patrons of the catalogue:

- The Durland Trust company, 1 page
- Sturgeon Music company, 1 page
- Johnson Dry Goods Co., 1 page
- Sol G. Mayer, 1/2 page
- C. W. Braasch, 1/2 page
- H. C. Sattler, 1/2 page
- Dr. Bear, 1/2 page
- C. S. Hayes, 1/2 page
- Salter Coal & Grain Co., 1/2 page
- Sessions & Bell, 1/2 page
- A. Bucholz & Co., 1/2 page
- Blakeman & Hahn, 1/2 page
- Chicago Lumber Co., 1/2 page
- Norfolk Shoe Co., 1/2 page
- The Bargain Store, 1/2 page
- H. W. Winter, 1/2 page
- Pacific hotel, 1/2 page
- W. J. Gow & Bro., 1/2 page
- Al Degner, 1/2 page
- F. Davenport, 1/2 page
- Kiesau Drug Co., 1/2 page
- Edwards-Bradford Lumber Co., 1/2 page
- Norfolk National bank, 1/2 page
- Citizens National bank, 1/2 page
- Nebraska National bank, 1/2 page
- H. E. Hardy, 1/2 page
- E. A. Bullock, 1/2 page
- John Friday, 1/2 page
- Oscar Uhl, 1/2 page
- H. A. Pasewalk, 1/2 page
- Sugar City Cereal Mills, 1/2 page
- Hoffman & Vile, 1/2 page
- C. H. Krahn, 1/2 page
- Bee Hive, 1/2 page
- Paul Nordwig, 1/2 page
- Queen City Hotel, 1/2 page
- Mapes & Hazen, 1/2 page
- John Krantz, 1/2 page
- Dr. R. A. Mittelstadt, 1/2 page
- A. K. Leonard, 1-10 page

Professional Cards.

Robertson & Robertson, H. C. Truman, The Smoke House, Dr. H. Cole, Dr. Pancoast, G. W. Schwenk, Dr. A. B. Tashjian, Frank Estabrook (2), Jack Koenigstein, C. H. Johnson (3), Dr. P. H. Salter, Norfolk Lumber Co., Dr. F. G. Walters, E. P. Weatherly, C. S. Parker, R. E. Thiem, T. E. Odiorne, E. N. Vail, Dr. W. B. Vall, M. D. Tyler, J. C. Stitt, Robt. Utter 1 1/2, J. H. Mackay M. D., Stannard & Son 1 1/2, J. H. Conley.

Try a News want ad.

CHARTER DAY AT UNIVERSITY

Exercises in Chapel This Morning and Athletic Events After Noon. Lincoln, Feb. 15.—This is charter day at the state university of Nebraska and there are no classes. There was speaking at the chapel this morning and the afternoon will be given over to athletic events. One of the chief of these is the interfraternity relay race in which there is pretty warm competition. Various departments were thrown open for visitors. The domestic science department, in which Nebraska's young women are learning to cook, gave free lunches to visitors.

Settlers' One Way Second Class Rates in effect on the first and third Tuesdays in January, February, March and April, 1905, to Kentucky, Alabama, Georgia, North Carolina, Florida and other southern states. For full information tickets, etc., inquire of agents to the southeast. Via the Northwestern line, will be Chicago & Northwestern R'y.