

BURLINGTON TO EXTEND

RUMOR THAT THE FREMONT LINE WILL BUILD NORTHWEST.

COULD UTILIZE YANKTON GRADE

The Great Northern owns an interest in the old line graded between Norfolk and Yankton, and a connection here would be natural.

The Lincoln Star contains an article which points to the building of another railroad into this section of the state. Whether there is anything in it or not, it is a very plausible story, particularly in view of the fact that there at present exists a railroad grade practically completed between this place and Yankton which is largely owned by the Great Northern railroad. What more natural, with the investment in this grade lying idle, that the Great Northern would want to utilize it? By extending the line from Fremont to Norfolk, connection would be easily made with Yankton, and extension to the other points mentioned could be made according to the Star, which is as follows:

"The people of Fremont firmly believe that the Great Northern has its eye on the territory northwest of their city," said J. W. Nation of Fremont at the Capitol hotel this morning. "The new road has begun to lay track and will be running trains over the new line from Sioux City to Ashland before the first of the year. I was at Dakota City yesterday and they were just laying the first rails."

"If you will look at a map of the state you will see a fine territory northwest of Fremont which, at the present time, belongs to the Union Pacific and the Northwestern. Much of this fertile part of the state is a long way from any railroad. Now, the theory of many people in Fremont is that the Burlington, or the Great Northern, almost the same thing, intends at some future time to build west from Fremont, passing up Maple creek, following the Northwestern rather closely and cutting through the cattle country in Rock, Brown and Cherry counties, connecting with the main line again at Alliance. A stub road may be built out from O'Neill to connect with this new line and then the markets of Sioux City, Omaha and Kansas City will be easily available to cattlemen.

The O'Neill Branch. "For several years the people in the northern part of the state have talked about that branch of the Great Northern to O'Neill being extended to connect with the Burlington at Theford or Dunning, but I have never believed that this would be built. What would be the use? There would be little new business to be secured and the Burlington and Great Northern are well connected now by the Ashland cut-off. No, if the Burlington ever attacks that territory it will send a line out of Fremont to do so.

"For what other reason would the new cut-off run several miles out of its way to go around the city of Fremont? Why has the new road bought such an immense amount of trackage room south of Fremont? The only explanation of these things that we can figure out is that the road is preparing for the new line to the west. Why, up to the final survey, the engineers went to the east of Fremont every time, for that was the easiest route to build and if the Great Northern was only looking for local business, the route to the east would have secured it as well as the present long one circling the city.

Saw a "New Light." "The last survey was the only one made west of Fremont and it was the one which the road follows. This shows us that the management of the Great Northern saw a new light before they built the road."

STOLE SADIE'S GUN AND PURSE

Both Beneath Her Pillow and Both Loaded—High Handed Theft.

Sadie Du Bois, who is rapidly regaining her avoirdupois after her recent illness, together with her color—for Sadie Du Bois is one of the queens of the Norfolk colored settlement—is in trouble today over a mysterious robbery which occurred in her home yesterday morning—in fact the peculiar theft occurred right under her pillow. As a result of the raid, Sadie is this morning suffering from the loss of her purse and her revolver—both loaded. The purse contained a silver quarter of a dollar, and Sadie says that she thinks the person whose claws fastened to it ought to feel worse than thirty cents today. The gun contained loaded shells with which, at the tripping of a trigger, anyone's head might be blown off if the head happened to be in the right direction from the nose of the gun.

The robbery occurred yesterday morning in broad daylight. Sadie had gone to the home of a neighbor on Braeseh avenue for a few minutes—maybe ten and maybe fifteen, but not more than fifteen for sure—and when she returned to her own domicile she looked under the pillow to get the gun and the purse. Sadie always has her purse under her pillow and always, too, has her loaded gun under the pillow in order to protect the purse.

But both were missing. The gun was gone and the pretty purse had parted—not that it had divided or that it had parted from the gun, for it is presumably still with the gun, though the twenty-five c. may have gone glimmering—but it had parted company

with its downy nest beneath the pure white pillow. And with the two, Sadie felt that opportunities had been stolen, also.

She had lost the opportunity to use that quarter—it would have bought a spring chicken or lots of other things and she had lost the opportunity to use the gun, for if she had had the gun and had seen the robber rob her, she might have sent a little lead ball through the frame of the high handed one which would have told more forcibly than words, how she felt about the matter.

But the person who did the stunt had better put it back. Sadie knows just who took that gun and money, for she says so.

"I have a hunch," says Sadie, "about just who did it. An' they better bring 'em back. If do things is brung back, dey'll be no questions asked. If not, dey'll be trouble."

A Solution. "A man sold fifty sofas for \$2,250. He sold twenty-five of them at a gain of 20 per cent and twenty-five at a loss of 20 per cent. Did he gain or lose?"

Editor News: As a solution of the above problem I offer the following:

\$2,250 divided by two equals \$1,125, selling price for each twenty-five sofas.

100 per cent, plus 20 per cent equals \$1,350.

1 per cent equals 9% dollars. 100 per cent, equals 100 times 9% dollars of \$937.50, the cost.

\$1,125 minus \$937.50 equals \$187.50 gain.

100 per cent, minus 20 per cent, equals 80 per cent., selling price of second 25.

80 per cent equals \$1,125.

1 per cent equals 14-1-15 dollars.

100 per cent, equals 100 times 14-1-15 dollars or \$1,406.25, the cost.

\$1,406.25 minus \$1,125 equals \$281.25 lost.

\$281.25 minus \$187.50 equals \$93.75, the amount lost on the transaction.

Earl Fairbanks.

DR. TINDALL ARRIVES HERE

New Presiding Elder of Norfolk District Reaches Norfolk.

Rev. Dr. Tindall, the new presiding elder of the Norfolk district of the Methodist church, arrived in the city yesterday from South Omaha and is today looking for a house. Dr. Sisson has left Stanton for South Omaha, where he succeeds Dr. Tindall. Concerning the farewell given to Dr. Tindall at South Omaha, the World-Herald says:

Churchmen and laymen, women and children, girls and boys, thronged the beautiful home of Mr. and Mrs. F. A. Cressey, Twenty-second and G streets, last evening to say a formal good-bye to Rev. D. K. Tindall, the retiring pastor of the First Methodist Episcopal church.

The event, though a farewell, was happy, in keeping with the dominating spirit of the guest of honor, whose natural kindness and good humor has permeated every nook and corner of his extensive flock and compelled the love and respect of those in and out of the church. The decree of the late Methodist conference to promote Rev. Mr. Tindall to the position of presiding elder of the Norfolk district was a distinct disappointment to South Omaha people generally. Rev. F. M. Sisson will succeed him here.

Rev. William Gorst, presiding elder for this district, with Mrs. Gorst was present and spoke briefly of the retiring pastor. Rev. W. D. Stambaugh of the Lester Memorial church added appropriate words and Rev. Mr. Tindall spoke briefly and feelingly of his year's work and of the regret it gave him to leave the friends to whom he had become so closely attached.

The departure of Rev. D. K. Tindall and family is deplored. He is regarded as a conscientious and an eloquent preacher, a good man and a progressive citizen. He took an active interest in the local commercial as well as the spiritual welfare of South Omaha and every phase of life here will feel the loss of his influence.

STORK SHUNS THE RICH.

Born in Bunches in Tenements, But Nary Youngster in Many Homes.

A rare bird is the stork, so the elite who reside in New York's smart apartment houses say.

While the herald from the heavens may drop in on the East Side with unerring regularity, not so with its visitations to the more pretentious apartments up town, where rents are high and style and beauty flourish.

The stork ought to be more gracious say the landlords of the apartments. There is hardly one of them who objects to families blessed with lusty lunged infants, but the cry is seldom heard.

One babe to more than fifty families is average of the favors conferred by the stork in the apartment houses each year. In decided contrast to this is the record of the Rivington street stork, which manages to get around so frequently that few families have less than four wailing youngsters, while many of them are blessed with five or more. In Rivington street the stork has provided a tenement house containing twenty-nine families with 102 children.

CANNING PLANT ENDS SEASON

Lang Canning Company at Beatrice Packs 1,000,000 Cans of Corn.

Beatrice, Neb., Sept. 22.—The Lang Canning company has finished this season's corn pack, which amounts to one million cans.

TRAIN TRAFFIC IS HEAVY

NORTHWESTERN FREIGHT BUSINESS HERE IS IMMENSE.

THIS IS THE BEST SEPTEMBER

There is a constant puffing and chocking of locomotives in the Norfolk Yards—Stock Trains Win by Speed and Brevity.

Northwestern railroad traffic—both freight and passenger—has perhaps never in the history of the line been as heavy through Norfolk for the month of September as it is right now. There is a constant string of cars running through from both the Bonesteel line and the main line west, and there is an everlasting, never ceasing rumble along the rails at South Norfolk yards, with screeching of locomotive whistles, switch engines flying back and forth in the yards and continuously arriving, continuously departing trains.

Stock traffic has been tremendous this season. The reason for the increased business in this direction, said a railroad man today, is the fact that the South Omaha market is getting constantly better and the hauls are being made there instead of into Chicago.

"With but ten cents difference in the markets of the two places, and with the distance in favor of South Omaha, on account of shrinkage and freight expense, it is but natural that the Nebraska shipper will go into the Omaha market," he said.

Short Trains Help.

"Another thing that counts materially in the business is the difference between the length of the trains on the other roads and those on the Northwestern, leading into South Omaha markets. The Burlington, for instance, runs trains with fifty cars each, so that the caboose is filled to overflowing with the men who accompany the train. We run but twenty or thirty cars—and every one knows that short trains can move faster than long ones. One haul of sheep from Casper to Fremont last week was made at the rate of thirty-three and a half miles an hour. Going some, don't you think?"

But it is not all stock that is making heavy traffic. There is a great deal of regular, legitimate freight business—more than ever before at this time of the year. Perhaps it is because the country is developing more, perhaps it is because the country merchant is anticipating a better season on account of the money in the country—but one thing is sure—the freight business is heavy and it never lets up.

Passenger traffic, too, has been unusual and all trains are crowded. The Bonesteel trains continue to carry cars packed to the doors, with long trains—and this a year after the rush.

Some of the company's heaviest locomotives have been brought up here to haul passenger trains between Omaha and Norfolk.

WEDNESDAY SIFTINGS.

Mrs. Wells is visiting in Fremont today.

Chas. Nordwig is transacting business in Pierce today.

Miss Belle Turner of Pierce is visiting in Norfolk today.

R. J. Tate was on the train enroute to his home at Plainview.

F. E. Davenport went to Sioux City this morning on business.

Dr. Tashjian went to Pilger this morning on professional business.

Sam Tuxberry and family have gone to Madison to attend the fair.

I. W. Peed of Lynch was in the city this forenoon on his way to Omaha.

M. Nichols of Foster reached the city this morning on the early train.

H. L. McCormick went to Wayne this morning to do some work in his line.

Misses Rila and Marie Crowley of Cheyenne are guests of Miss Ellen Mullen.

Mr. and Mrs. S. V. Shearer of Osmond are visiting at the home of O. P. Schoff.

Knox Tipple is in the city for a few days from Stanton, a guest at the Oxnard hotel.

Mr. and Mrs. William R. Beswick have returned from a delightful trip to Portland.

Geo. E. Richardson, republican candidate for county clerk, was a city visitor yesterday.

M. Mihills left yesterday for Madison, where he went to display his fine Duroc-Jersey swine.

Miss Mabel Rouse and Miss Allie Redman went to Madison this morning to attend the county fair.

Judge S. W. Denel came down from Meadow Grove this morning and went to Madison at 11 o'clock to take in the county fair.

Mr. and Mrs. J. A. Porter returned last evening from a visit to friends in the southeastern part of the state.

Mrs. J. B. Maynard and Miss Mattie Davenport went to Madison today for a few days' visit with Mrs. Geo. Davenport and Mrs. A. P. Pilger.

Dr. Green, superintendent of the Nebraska hospital for the insane at Lincoln, accompanied by his father-in-law, J. Y. King, was in the city yesterday.

Mr. and Mrs. A. J. Durland returned at noon today from Hot Springs and other points in the Black Hills, where they have been taking a little vacation.

The party consisting of D. Mathewson, Judge Powers, Charles Mathewson and J. S. Mathewson, who went west last Friday on a hunting expedi-

tion, returned last evening.

I. W. Alter of Wayne was in the city last night on his way home from Grand Island, where he had been to attend the regular monthly meeting of the A. O. U. W. lodge finance committee.

Mrs. Mary Mathewson has been confined to her home for the past few days with throat trouble.

The Gregory county fair at Bonesteel proved a great success. It was the first to be held in that county. There were fast ball games, horse races and frolic. In the ball games Butte and Bonesteel played and Bonesteel and Lynch played a series.

The family of J. Baum is moving today from the Morris Mayer house into the new Bruce house, at the corner of Eleventh street and Madison avenue. A. N. Anthes, of the new mercantile firm who will occupy the Rees building, will move into the Mayer house.

O. P. Schoff, who has been with Baum Bros. for some time, is arranging to go to Rapid City, S. D., where he will become a member of the Rapid City Drug company, for which company his son-in-law is druggist. Mr. and Mrs. Schoff expect to leave for their new home Sunday or Monday.

Mrs. D. Mathewson entertained a company of thirty-five lady friends yesterday afternoon in honor of Mrs. Collamer of Sioux City. Six hand-embroidered and flinch furnished amusement for the afternoon, the five ladies having the highest scores being designated as the prize winners and being accorded the pleasure of eating supper with the guest of honor.

"Hooligan's Troubles," drew a pretty good house at the Auditorium last night for the first play of the season, and the show pleased the people present. The farce is clever and interspersed with specialties which were good. Perhaps the cleverest feature of the special work was that of Rosey, the unicycle expert who performed wonderfully daring feats on his machine, riding about on one wheel with a small boy perched on his shoulders, and doing other extraordinary things with it. The three little dancing girls, too, made a hit with the crowd.

The Lincoln line train on the Northwestern was derailed at the Burlington crossing at Lincoln Monday forenoon. Someone left the derailing contrivance wide open and the engineer didn't notice it until too late. The engine and two cars jumped the track, but no one was injured and the train was not badly damaged. The engine was conveyed to the Northwestern round house in Lincoln where it underwent repairs, and was put in service again in the afternoon. On account of the accident the afternoon train did not reach Fremont until 9:15.

Football enthusiasm at Lincoln for the university squad fell heavily Saturday and Sunday when it was announced that Coach Booth was threatened with typhoid fever. The coach was unable to witness play on Nebraska field Saturday between the university and Grand Island, and was laid up in bed. He was taken to a hospital where it was later pronounced that he is suffering from ptomaine poisoning, which he received in eating poisoned fish. He was feeling much better last night and every hope is now entertained that there is nothing serious in his condition.

Jeanette Parish, the 13-year-old daughter of Mr. and Mrs. C. P. Parish, was injured last evening near the family home in The Heights while riding a horse. A dog that scurried out into the street, barking at the horse, frightened the animal until it reared on rear feet and the little girl was forced to slide off behind. In falling she twisted her back slightly and at first it was feared she might have been seriously hurt, but later developments have given rise to the hope that there is nothing at all serious in the accident. She slept well last night and it is now thought that after two or three days of rest and good care she will have fully recovered.

Plight of James Houghton, an Indiana Man, in City of St. Cloud. Stranded in a strange town, lacking \$2 of the fare to Indiana, where his little child was dying, yet with plenty of money in the bank at home, was the sad plight of a well-dressed man who accosted a St. Cloud merchant for information, says a St. Paul dispatch.

The stranger, James Houghton, was on his way from Butte, Mont., to his home at Monticello, Ind., where his 7-year-old child lay dying or dead. Tired from a long journey he fell asleep on the train and was awakened by the brakeman's cry of what he thought to be St. Paul, but which he found, upon alighting, to be St. Cloud. The train had pulled away before he discovered his mistake, and, though he made a valiant effort to catch the rear platform, he failed.

Stepping to the ticket office, he requested a ticket to Chicago, where he was to meet his brother, but found, when it came to paying for the precious strip, that he lacked \$2 of the required amount. He telegraphed to Chicago for money, but when the answer came the banks were closed and an order must be identified. In the deepest anxiety as to the condition of his child, he accosted one of the business men, telling him of his mistake and the loss of time it had already cost him.

The cashier of the bank was sent for and money was advanced to Mr. Houghton, who left on the early morning train, not knowing but what the loss of twelve hours here might have prevented him from seeing his child before it died.

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