

MASS MEETING IS CALLED

NORFOLK CITIZENS WILL DISCUSS SEWERAGE PROPOSITION.

AT CITY HALL NEXT THURSDAY

The City Council last night voted to call the people together to discuss this vital question—Anti-Spitting Ordinance—Damages Allowed.

Council met in regular session Thursday evening, November 2. Present, Mayor Friday and Councilmen Croft, Gow, Klesau, Spellman, Mathewson. Absent Halverstone and Stafford.

Minutes of October 5 and 19 approved. The matter of the assessment against lot 14, block 7, Koenigstein's addition, amounting to \$7.25, was referred to the street commissioner.

The petition of Blakeman & Coleman for permission to erect an asbestos covered storm shed in the rear of their store building was granted.

Police Judge's report for October was read and showed \$11.00 collected in fines.

The water commissioner submitted the following report:

Norfolk, Neb., Nov. 1, 1905.—To The Honorable Mayor and City Council of the City of Norfolk, Neb: I herewith hand you my semi-annual report as water commissioner, from May 1 to November 1, 1905.

Table with 2 columns: Item, Amount. Includes Receipts: From flat rates, \$1,326.65; From meter rates, 1,552.54; From miscellaneous sources, 294.85. Total, \$3,174.04.

July 11, turned into city treasury, \$1,000.00. October 4, turned into city treasury, 1,500.00. October 27, turned into city treasury, 500.00.

November 2, turned into city treasury, 164.04. November 2, amount on hand, 10.00. Total, \$3,174.04.

The mains and pumping station are in good condition. The city owns at present ninety-three blocks of mains and eighty-one fire hydrants.

The city has 489 water consumers; 205 are on meter rates and 284 on flat rates.

The city owns six meters in use by water consumers for which city collects rental. Two of these are large sizes; one at the U. P. R. R. and the one at the electric light station cost \$25.00 and \$35.00 for setting it.

There were eleven new taps made. During this time I have bought for city twenty-five meters, sold twenty-two, amount and of same turned into the city treasury. I have yet three on hand.

Cost for repairs on meters was \$17.75. Cost for repairs on hydrants and mains since May 1 to date, \$71.53.

A new drinking fountain was put in on corner Fourth and Norfolk avenue which cost \$29.53.

The city bought for pumping station five carloads of coal, cost at pumping station, \$927.72.

The city paid for salaries for engineer and water commissioner \$445.00. For miscellaneous help and postage \$17.55.

I collected all arrearages with the exception of three consumers on flat rates from which I have good promises, and all other collections that came due.

Three consumers were shut off. All of which I respectfully submit. August Brummund, Water Commissioner.

Report was adopted and referred to auditing committee.

L. Schenzel was granted permission to erect a barn 16x30, in the rear of his meat market. The building to be covered with asbestos and corrugated iron.

The stock yards in the vicinity of the city depot of the C. & N. W. were declared a nuisance and were ordered out of the city limits.

The following resolution was presented and read: Resolved that a new walk be ordered placed along the south side of lot 6, block 7, Western Town Lot Co's. First addition and that the walks along the east side of lots 1, 2, 3, 4, 6, 8 and 9, block 3, same addition, be condemned for new walks, and all walks to be laid according to the provisions of ordinance No. 275.

Also that the walk along the south side of the east half of lot 15 and the west half of lot 16, block 5, Original Town, be condemned for new walks according to the provisions of ordinance No. 275.

Moved by Spellman, seconded by Croft that resolution as read be adopted. Carried.

Claim of damages amounting to \$50.00, presented by Miss Ella Mather for injuries sustained in falling from a horse on Main street, was allowed at \$40.00. The city attorney was instructed to collect this amount from O. Rish for negligence in filling trenches. The treasurer's report for October showed following balances: General, \$82.66; Interest, \$714.86; water, \$2,061.42; sinking fund, \$4,804.24; street lights, \$185.82; insurance tax, \$25.00.

The city treasurer was instructed to borrow from sinking fund to pay warrants out of general and other funds as directed by council. Anthes and Smith were granted a plumber's license.

The motion carried that Mike Enders is to have all penalties accruing and coming to the city by reason of

the condemnation and construction of sidewalks.

The anti-spitting ordinance passed its second reading.

The following bills were allowed and ordered paid:

Lee Tipton, \$2.00; Norfolk Light and Power Co., \$70.90; T. Croft, \$72.00; John Beck, \$28.80; C. W. Braasch, \$8.25; Geo. Dudley, \$2.50; J. Friday, \$74.75; W. Livingstone, \$40.00; Julius Hulff, \$78.05; J. C. Spellman, \$25.00; O. Richey, \$23.90; Anzelger, \$32.50; W. N. Huse, \$32.90; M. Shipman, \$150; Chas. Richey, \$9.00; F. Lamb, \$1.50; E. P. Weatherly, \$62.90; Aug. Graul, \$61.00; O. Uhle, \$1.30; W. P. Dixon, \$152.00; Blakeman & Coleman, \$7.20; Aug. Buss, \$68.10; Aug. Brummund, \$27.50; W. D. Eucker, \$50.00; C. L. Heckendorf, \$9.35; O. Richey, \$26.00; J. Benning, \$2.25; J. Hay, \$61.45; J. Krantz, \$4.50; W. Koch, \$39.00; S. Dunn, \$380; Norfolk Light and Fuel Co., \$61.00; Chas. Richey, \$6.75; I. S. Cook, \$85.50; J. S. Mathewson, \$25.00; C. C. Gow, \$12.50; A. H. Klesau, \$29.75; C. F. King, \$20.00.

A mass meeting of the citizens of Norfolk is to be called Thursday evening, November 9, in the city hall, for the purpose of discussing the feasibility of voting sewer bonds under the plans just completed by Engineer Rosewater of Omaha.

DYNAMITERS CAUGHT

TWO YEGGEMEN CAPTURED NEAR WAKEFIELD THIS MORNING.

ONE OF THEM SHOT IN ARM

BLEW UP THE SALOON OF F. E. MATEJKA LAST NIGHT.

POSSE PURSUES WITH EFFECT

Robbers Last Night Demolished the Saloon Building and Safe, Securing \$30—Two Found Today Have Nitro Glycerine and Fuse.

Wakefield, Neb., Nov. 7.—Special to The News: Robbers last night dynamited the saloon of F. E. Matejka here, blew open the safe, secured \$30 and fled. A posse of armed citizens, pursuing the dynamiters, this morning captured two of the yeggmen three miles east of town. One of the robbers was shot in the arm but not seriously wounded. The whole side of the saloon was blown out by the force of dynamite.

The explosion of the dynamite was terrific and the loud crash of the report was heard all over town. It was near morning that it occurred. Soon a large crowd of people had dressed and gathered at the scene of wreckage and before many minutes a posse of determined men was formed to follow the robbers and make a capture.

Three miles out the yeggmen, fleeing for their liberty, were found and overtaken. They did not give in until after a battle in which one of them received a shot in his arm. When one of the dynamiters had been wounded they both capitulated.

Refuse to Give Names. The two robbers who have been captured today refused to give their names. They were taken to Ponca, the county seat of Dixon county, for safe keeping in the county jail there.

Find Nitro Glycerine and Fuse. A quantity of nitro glycerine and a bundle of fuse were found in possession of the two robbers who have been captured. It is believed from this that they are members of a professional gang who work systematically.

Think There is Another. The citizens of this place think there is another member of the gang whom they have not yet apprehended and they are now searching for the third robber.

Bloodhounds Can't Work. Bloodhounds were brought here from Norfolk on an early train this morning but there had been so many people around the spot at which the dynamiting occurred that the dogs could get no scent.

New Presbyterian Minister. The Presbyterians have a new minister, Rev. Root from Rochester, New York. His congregations, which are increasing every Sabbath, find him both interested and interesting. In fact, he talks and acts a born westerner.

An Auditor. Presbyterian Organist. Miss Ada O. Ware, late of David City, Neb., will preside at the organ at the Presbyterian church by invitation, beginning Sunday, November 5. Miss Ware is an accomplished musician, having been organist in a church at David City for some time. The church is to be congratulated upon securing her services.

Try a News want ad. How to Cure Corns and Bunions. First, soak the corn or bunion in warm water to soften it; then pare it down as closely as possible without drawing blood and apply Chamberlain's Pain Balm twice daily, rubbing vigorously for five minutes at each application. A corn plaster should be worn a few days to protect it from the shoe. As a general liniment for sprains, bruises, lameness and rheumatism, Pain Balm is unequalled. For sale by Leonard the druggist.

FURTHER WRECK DETAILS

INJURED TRAINMEN RESIDE AT FREMONT, NOT NORFOLK.

OPERATOR AT ARLINGTON YET

The Story of the Northwestern Freight Train Collision East of Arlington Was Substantially as Told in Last Night's News.

Reports received in Norfolk from Arlington today show that the trainmen injured in the freight collision there Wednesday night, are residents of Fremont and not Norfolk as was reported here yesterday. The night operator at Arlington, who was to blame for the wreck because he forgot to deliver a train order, did not flee, as was rumored here, and, though relieved from duty, was still at Arlington yesterday. General Superintendent Hughes, Assistant General Superintendent Walters and Division Superintendent Reynolds all of Norfolk, hastened to the scene of accident and were there yesterday. Considerable interest was felt in Norfolk last night over the results of the wreck but owing to the futility of attempts to secure any report whatever from railroad headquarters here, an official list of the injured could not be published.

The story of the wreck is given as follows in the Fremont Tribune:

The injured are: C. T. Davis, engineer, resides 210 Maple street, Fremont, forehead cut and possibly fractured, severely shaken, condition serious.

Orin Weir, fireman, resides Missouri Valley, hit in stomach, suffering from shock, serious.

John McDonald, engineer, resides 149 Irving street, Fremont, left shoulder dislocated.

Grant W. Rogers, fireman, resides in Fremont, left knee sprained.

Albert DeSelin, ranchman, Little Medicine, Wyo., severe injury to left hip.

Both trains were running at full speed and the collision came with frightful force. All the railroad men on the engines jumped and sustained their injuries in the resulting fall on the ground. The extra stock train was a double-header.

Engineer Claude Davis was at the throttle on No. 43 and Engineers McDonald and Kampman were on the special. The engine crews of the two trains saw the imminent danger simultaneously and sharp blasts of the whistles rang out. The trains were less than a thousand feet apart.

The wreck was due to the failure of Operator McBride at Arlington to deliver an order. The dispatcher at Fremont wired him orders at 9:10 to hold the extra stock train there. McBride left this on his desk and forgot to deliver copies of it to the train crew.

There is a down grade east of Arlington and the stock train with its two engines, started out at a high rate of speed. No. 43 was climbing the hill from Washington to Dale and was not moving so rapidly. It was estimated the speed of the former train was thirty-five miles an hour and the latter twenty.

Telephone For Aid. The first news of the disaster reached the Fremont office by telephone from Conductor Gannon of No. 43. He went to the telephone office at Dale and called up the dispatcher's office.

A special train was made up here and hurried to the scene prepared to care for the injured. Trainmaster Roach and two Fremont physicians were aboard it. This train reached the wreck at 10:30 and the wounds of the injured were dressed. They were later brought on the relief train of Fremont and conveyed to the hospital, arriving at 12:30.

Assistant General Superintendent Walters hurried by special train from Omaha to the wreck and Division Superintendent Reynolds came from Norfolk, passing through Fremont shortly after 1 o'clock. A telegraph operator was sent from here to cut the wires and establish a temporary office near the wreck.

Scene of Wreck. The wreck occurred near a point where the track is not visible more than a short distance in either direction. A curve and cut shuts off the view. Both engines closed the throttles of their engines and threw on the brakes. There was no time to do more.

The two head engines wedged together and were brought to a standstill almost instantly. The second engine on the stock train crushed its pilot on the rear of the one ahead of it, but was not badly damaged. It was fired up and run to Fremont this morning. Less than a dozen cars of both trains left the rails. Five head of cattle were killed.

The Injured Men. Albert DeSelin, aged 65 years, a stockman, was the only person aside from the members of the engine crews who sustained serious injury. He was standing in the caboose of the stock train when the wreck occurred and was thrown against the stove.

Engineer Davis is unable to account for his fall, as his train was not moving at a great rate of speed. He thinks he stumbled over something and that his head struck a rock or fragment of iron beside the track. All the members of the engine crews escaped from the engines before the collision occurred.

The injured men were still at the hospital at 3 o'clock this afternoon. At that hour all were conscious and resting well. The attending phys-

icians said they did not expect serious consequences in any of the cases.

Among the callers at the hospital today was General Superintendent Hughes. He arrived from Norfolk on the morning train and spent twenty minutes with the injured men.

The Responsibility. It was said at Northwestern headquarters today that there was no question of who was responsible for the accident and it was attributable clearly to Operator McBride's mistake. McBride was at once relieved as night operator at Arlington and was still at that place today. Railroad officials said they did not know that he would be prosecuted on a charge of criminal carelessness.

McBride is 24 years of age and had been in the employ of the company several years. He was considered a competent and trustworthy operator. Uses Union Pacific Track.

The wreck occurred at a particularly bad time for the Northwestern on account of the heavy stock business that is being handled. There were ten stock trains between Fremont and South Omaha, outside the regular trains, and it was necessary to run these over the Union Pacific. The Northwestern passenger trains used the Union Pacific line between Fremont and Omaha today and the track will probably be cleared by tonight.

MACHINE MADE RATES. President Spencer Contends Against Proposed Legislation.

Editor News: In an address before the Board of Trade of Newark, N. J., recently Samuel Spencer, president of the Southern railway, made direct reply to the statement of Congressman Townsend that the proposed rate legislation in no way attempted to vest absolutely rate making power in the Interstate Commerce commission.

After a consultation with the president in Washington a few days ago, Congressman Townsend said: "Efforts have been made to create the impression that it is the purpose of the advocates of this legislation to give the Interstate Commerce commission the authority to fix all the rates of a railroad. That is not true. It is intended only that the commission, if complaint should be made to it that any particular rate is unjust, shall have power, after due investigation, to substitute a reasonable rate, in case the complaint shall have been found to be well founded."

In his address Mr. Spencer insisted that this contention was not an idle one and that the proposed legislation ultimately would result in all rates being machine-made. He said:

"One of the most serious objections to the legislation proposed is that under it a rate once fixed by the commission would continue indefinitely unless changed by the commission or the court. The carrier therefore would have no power to make either reductions or increases to meet new conditions. Under such a law all rates would in time become commission rates and the functions of railway managers in making adjustments to meet the exigencies of commerce and in extending the sphere of usefulness of the transportation system of the country would, step by step, come to an end. Slow but steady paralysis would creep into the industrial arteries through which the blood of commerce flows and the transportation system would gradually become numb and rigid. All rates would soon be machine made only and commerce and industrial centers now acknowledging no bounds for the ultimate distribution of their products would find themselves operating in narrower and narrower zones, finally circumscribed by governmental edicts as to where the wares should go.

Thus the matter has resolved itself into a question of which man has the greater knowledge of railroading. President Spencer, as the executive head of one of the great systems, is looked upon as a leading authority on railway economics and has been a close student of transportation questions. Just what Congressman Townsend's education along these lines has been it is difficult to determine.

An interchange of ideas such as is seen here is certain to result in good, for the wise solution of the present railway problem is so closely identified with the prosperity of the country that every effort should be made to avoid radical action.

F. R. Martin.

Superior engraved cards. The News.

THIS HUSBAND IS A BRUTE

MAN NEAR BONESTEEL LOCKED UP HIS WIFE FOR DAYS.

CHARGED WITH STARVING HER

Upon Representation That His Wife Was Insane, Guy Greenbough, Living Ten Miles From Bonesteel, Has Received \$30 Per Month For Care.

Bonesteel, S. D., Nov. 8.—The county commissioners of Gregory county have for the past year been paying Guy Greenbough, a husky young farmer of this county, the sum of \$30 per month for caring for his partially demented wife. Recently it was reported to the commissioners that Greenbough was appropriating the money to other purposes and neglecting and abusing his family. The commissioners appointed Dr. H. R. Kenaston and State's Attorney W. B. Backus of this place as a committee to visit the Greenbough home and make a report of the conditions as they found them. In accordance with said order the gentlemen visited the place yesterday and found the destitute and deserted woman at home with her babe of 18 months, the other children, four in number, having been taken away by the father.

The house in which they lived was built of logs, one story high, consisting of one room and an attic, situated in a secluded gulch or ravine on Whetstone creek, ten miles from Bonesteel. The cracks between the logs in the building were open and the cold wind was blowing through the building, causing occupants and visitors alike to shiver from the extreme cold. A visit to the attic revealed the place where Greenbough last summer had locked up his wife and kept her a prisoner for many days. The room was about 8 by 10 feet in size, with a sloping roof, with only one window to admit air, and what the poor woman suffered from heat and otherwise during this time no one can tell.

Across the window were iron bars to keep his prisoner wife from escaping. The door of entry was a huge frame affair and was kept closed by a lock of mammoth size.

Rural Route 3. Morris Lee is building a very large new barn and also Charles Lederer, sr. Ben Davis has purchased 320 acres of land in South Dakota, five miles west of Miller. He has gone there to build a new house. He paid \$12.50 per acre for the land. Charles Van Talge and John Lederer accompanied

him to South Dakota to help him in the building work.

Wellington Frey ran a splinter into his hand, causing blood poisoning which is giving him a great deal of pain and trouble. He has to pontooze the wound every two hours and has to go to town every day.

Corn husking is progressing nicely.

Norfolk Business College Items. Eben Perry, field manager for the Norfolk Business college, has forwarded during the past week the following names for enrollment for the winter term: George Brookler, Fritz Vossberg, John V. Slinger, Howard Holmes, Sydney E. and Frank L. Hulslander, Otto L. Harman, and Miss M. P. Fulton, all of Plainview, and J. C. Bomar of Creighton.

August Erdman and Charles Tynedale of Plainview, and Miss Hulda Sotzkorn of Pierce, enrolled the first of the week in the bookkeeping department.

Walter Howe of Norfolk entered Wednesday, to take a course in bookkeeping.

William Blucher has recovered from the effects of his fall and is again attending school.

Harold Cole, of the Citizens National bank, Stanton, Neb., made the college a pleasant call Monday forenoon.

The Norfolk Business college has reason for pride when reviewing the records of its graduates. They may be found in a dozen towns adjacent to Norfolk; in the offices and banks of the home city; in the larger cities, Omaha, St. Paul, Minneapolis and Denver; and in various towns in Iowa and Dakota. There are as good places waiting for all the young people who are flocking to the college doors, if they bring to their schools tasks of attention, perseverance and a spirit that knows no defeat.

Try Chamberlain's Colic, Cholera and Diarrhoea Remedy and you will never wish to be without it in your home. It has saved many lives. For sale by all druggists.

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PUNCTURE-PROOF TIRES \$4.75 PER PAIR. Regular price \$8.50 per pair. To introduce you will sell You a Sample Pair for Only 4.75. NAILS, TACKS OR GLASS WON'T LET OUT THE AIR. NO MORE TROUBLE from PUNCTURES. Result of 15 years experience in tire making. No danger from THORNS, CACTUS, PINS, NAILS, TACKS or GLASS. Serious punctures, like intentional knife cuts, can be vulcanized like any other tire. Send for Catalogue "T" showing all kinds and makes of tires at \$2.00 per pair and up—also Coaster-Brakes, Built-up Wheels and Bicycles—Sundries at Half the usual prices. Notice the thick rubber tread "A" and puncture strips "B" and "C". This is our only other make—Soft, Elastic and Easy Riding. We will ship C. O. D. ON APPROVAL AND EXAMINATION without a cent deposit. We will allow a cash discount of 5% (thereby making the price \$4.50 per pair) if you send full cash with order. Tires to be returned at our expense if not satisfactory on examination.

MEAD CYCLE CO., Dept. "J.L." CHICAGO, ILL.

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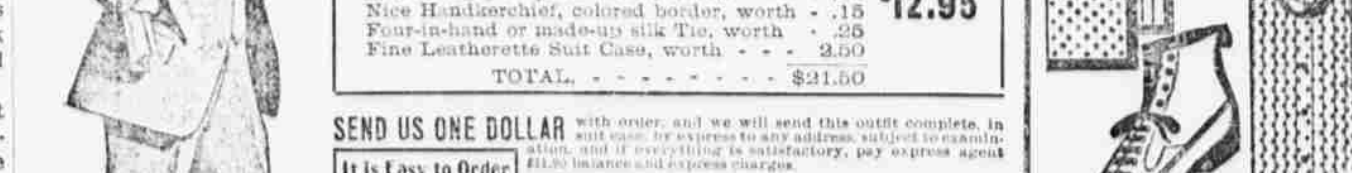
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THIS IS WHAT YOU GET. Suit, absolutely pure all-wool, worth \$13.00. Fine soft Hat, any style or color, worth 2.00. Pair of stylish shoes, worth 2.50. Madras, or Percale shirt, worth 1.50. Pair of Fine Suspenders, worth .25. Pair of fancy or plain Socks, worth .10. Nice Handkerchiefs, colored border, worth .15. Four-in-hand or made-up silk Tie, worth .25. Fine Leatherette Suit Case, worth 2.50. TOTAL, \$21.50. FOR \$12.95

SEND US ONE DOLLAR with order, and we will send this outfit complete, in suit case, by express to any address, subject to examination, and if everything is satisfactory, pay express agent \$1.00 insurance and express charges. Sizes and Measurements.—Coat comes in 33 to 42 chest—give chest measurement; Pants come 29 to 34 waist, and 30 to 34 length—give both measurements; Shirt come 14 to 17; Hat come 6 1/2 to 7 1/2; Socks come 9 1/2 to 11; give size of all, and state whether you wish suit of the customer or club cut.

PLEASE NOTE THE MEASURING DIRECTIONS. Nebraska Clothing Co. OMAHA



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