THE TRIP TO LOS ANGELES

TEN DAYS OF LUXURY ON NEW RAILWAY TRAIN.

CLARK'S NEW SALT LAKE ROAD

Nine Trains, Built at a Cost of a Million Dollars, Have Been Put Into Service by the Northwestern, Union Pacific and San Pedro Lines.

Chicago and Los Angeles shook hands last week for the first time in their lives. The formal introduction was made by the Northwestern, the Union Pacific and the San Pedro railway companies, and now the two cities are warm friends. Heretofore the two have been separated by deserts and Death Valley and the Devil's Playground but now an opening through these obstacles has been made and it is for the first time possible to look westward from the city on Lake Michigan and see at the far end of the steel ribbons the sparkling blue waters of the Pacific ocean.

The marvelously equipped new Los Angeles Limited train is the means to this end. By diving into the desert at Salt Lake and swimming across the continent through the one-time desert land and through the mountains and the once-thought impenetrable Death Valley, this new train, drawn by a stallion of steel and the length of nine magnificent Pullmans, pokes its nose out at the end of twenty-six hours and gazes into the deep blue of the western ocean. It may sit there for a day and a night before the trains on the former route have made their way from the city of Mormons to the city of the Angels.

The very first transcontinental train that ever ran over this new route from Salt Lake to Los Angeles, left Chicago at 10 o'clock at night on Sunday, December 16, and reached Los Angeles Wednesday afternoon. The distance of more than 2,300 miles which had always before by the roundabout Frisco route required eighty-six hours or four days and three nights, was made by this new train in sixty-eight hours, or in less than three days and three nights.

A Straight Line.

"A straight line is the shortest distance between two points," and the new Los Angeles Limited train, over the Northwestern from Chicago to Omaha, over the Union Pacific from Omaha to Salt Lake and over Senator Clark's new line from Salt Lake to Los Angeles, is as straight a line between the east and the west as will ever be known across America. Thus does the new San Pedro line shave the transcontinental schedule, because of its great cut off—and it does much more.

It was not a great many years ago—not so long ago, in fact, that it does not still stand prominently in the memories of the grandfathers of America—when a trip from sea to sea meant making faces at tedious months of hardship, wild animals of the forest, treacherous rivers of the plains, sharp rocks of the mountains, thirst on the desert, starvation and death itself.

Today it is possible to step into a palace on wheels in Chicago any evening of the year, to see farms and railway stations and mountain ranges dash by with kinetoscopic fashion; to eat three meals from excellent menu of oysters and strawberries and turkey and wines; to order champagne or mineral water from the buffet car; and, on the third afternoon, to stand in the balmy atmosphere of Los Angeles, California, with the picture of America painted vividly on one's mind.

Columbus Never Realized.

Columbus never realized what he had found when he ran up on the beach, threw his arm about the shoulder of an Indian who was playing marbles there, and said, "You have been discovered." The world today thinks it knows pretty well what the landing of Christopher unfolded in the American continent, but the world today is largely mistaken. The world will not know the significance of the landing of Columbus until it has taken a ride through the limitless deserts of Nevada, into the Death Valley and out, and across the well-named Devil's playground in a car that rides the rails of the new Salt Lake route.

And that the world may have a look at this wierd corner of the earth, fortunately unlike another on this continent, the three railroad companies mentioned have installed their new Los Angeles Limited service at a cost of one million dollars. To keep the service going 365 days every year, there are nine trains, fresh from the car shops, now running back and forth across the country. Each train has nine cars and each train is worth more than $100,000 of current coin.

Luxuriant Trains.

These nine trains are new from engine to observation car. Darkness is cast out into the prairie by means of brilliant electric lights which make cozy every single berth in the sleepers. At the rear end of each train is a new style combination buffet, library and observation car. In one corner is a bulletin board upon which, twice or three times each day, is posted a bulletin of the latest telegraph news from all parts of the world, the Union Pacific having adopted this unique scheme some months ago. The train is a sister to the overland limited, excepting that it cuts the wind at a more rapid gait.

It was in such luxury as this that the thirty-four newspaper men from all parts of the country, including New York, Chicago, Cincinnati, Pittsburg, Minneapolis, St. Paul, Kansas City, Cleveland, Omaha, Denver, Des Moines and Norfolk, made the trip on the new train in its initial run across the country. With Alfred Darlow, advertising agent of the Union Pacific; S. L. Lomax, general passenger agent; and other railroad officials as hosts; and with the wheels of their railroad grinding beneath the party, it may be imagined that it was always fair weather from the Mississippi to the Pacific and return, regardless of the out of doors.

The first three days of that maiden trip of this perfectly superior train of cars, were spent in getting to southern California. The next four were delightfully and graphically written upon thirty-four minds by means of side trips out from Los Angeles, and then there were three more in coming home.

Past Historical Points.

To the middle west the country as far out as Ogden, over the Rocky mountains, is not particularly new. Pretty nearly everybody has been there or has friends who have made that trip up from Cheyenne and then down the steep mountains beside the clear, fast little streams and by the Devil's slide and other features of Weber and Echo canyons.

But down through the waste land of the desert, whizzing by such notorious points as Los Vegas, Bullfrog and Meadow Mountain of massacre fame, is all a new scene to the tourist. And without it, the career of the sightseer is incomplete. To be able to sit in a princely appointed Pullman with every comfort known to man available, and to look out of the window upon hundreds of miles of absolutely barren sands, thorned with cactus growth, is an experience undreamed of by the forty-niners. And it makes one tuck his cap more closely to his head to hear the tales of death from thirst that has come to hundreds of men in years that are not so long gone by, in this very valley.

Off to the right is a big, black mountain peak and just on the other side of that is perched the town of Gold Mountain, where existed a few years ago five thousand people and where there are now but three hundred hovering around the mouth of that mine of millions. The thousands waited so many years in vain for a railroad that now—now that the railroad has come—there are but a few left to appreciate the coming.

Towns Walk up to the Car.

Within this little stretch here—and the conductor points off to a melancholy spot—thirty-five men are known to have succumbed during a few months some years ago.

Now and then a town walks up to the car window, stops a moment to peek in and then vanishes in the sand. That town consists of a little row of one-room saloons, with "Pete's Place," stuck over the doors; a tiny bit of a woodshed labelled "Postoffice," and two or three new sheds with Mexican section men standing about the doors. And one wonders how it is that man can live in so desolate a tract.

At one town where locomotives were changed a man who had ridden all night long in the bumpers of the train, was put off by the trainmen because of the danger of the trip through the sand. His face was so crusted with sand that it was difficult to make out whether he was man or ape.

This man on the bumpers owed the fact that blood still coursed in his arteries to the fact that oil had been sprinkled on the track. A big sprinkler runs along the rails and pours oil on the roadbed, thus eliminating even dust from the cars.

Senator Clark Did it Right.

On a new railroad it is not uncommon to strike steel parallels which bound up and down and in and out like snakes. And over a mountainous region it has not been at all unusual to find tracks curving far around the mountains in order to save the expense of tunnels. Senator Clark's new road is a revelation in this respect for he has tossed precedents far into the skies.

Grades over the path of the new limited train have been reduced until the train rolls along so perfectly smoothly that it is hard to catch the clicks of the rails in trying to count them to the minute. And where curves have seemed imminent, Clark has paid many millions to bore through the solid rocks, thus clinging to the straight line theory with admirable foresightedness. The outlay in this construction has been tremendous, but the result has chopped off eighteen hours from Salt Lake to the sea, and proportionately as much in bringing fresh California fruits to the middle west, and in taking Nebraska products to the coast either for consumption there or for shipment to the orient.

Engraved Hospitality.

The party of thirty-four newspaper men who were invited with engraved invitations by the three railroads to take this initial trip, shook hands with themselves over their good luck. They enjoyed engraved hospitality all the way and there was engraved congeniality and entertainment aboard the new train. For the most part the party was made up of managing editors of metropolitan eastern newspapers, editorial writers, war correspondents, Associated Press officials and the like.

Of especial prominence, aside from Mr. Darlow and Mr. Lomax, were A. C. Thomas, western superintendent for the Associated Press, with headquarters at Chicago; Will J. Davis, owner of the Illinois theater in Chicago and of the Iroquois theater at the time it burned; Richard H. Little, war correspondent in the Jap-Russian war, the Boer war and the Spanish-American war; Harry Beardsley, associate editor of Leslie's Weekly; and others from the New York Times, New York Tribune, Chicago American, Cleveland Plaindealer and the like.

The eastern men expressed astonishment at the development of the west from Nebraska to the coast. Some of them had been as far west as Buffalo in their lives, and they hadn't realized that there was much beyond that. Many of them returned with a determination to some day come back and make their homes.

There was fun on tap from the time the locomotive whistled "out of town" at Chicago until it returned to its starting point. Two rival newspapers, a morning daily and an evening daily, were published on the train and it was said that there never has been a daily newspaper published anywhere upon which so many distinguished and high-priced writers worked. The morning paper was called "The Coyote," and the evening paper was called, "The Yellow Pup." The motto of one of them was, "Howl, Damn You, Howl." A libel suit was stirred up in one of them and Senator Reed Smoot of Utah, enroute to his Utah home by way of the new train, was called in to act as judge.

A Cold Wave.

A cold wave struck Los Angeles and southern California simultaneously with the arrival of the newspaper party. Ice froze over tubs of water at night and overcoats were never uncomfortable, with winter clothing underneath. The government sent bulletins warning the cold wave, and at 4 in the morning the orange groves were smudged with oil bricks to drive off the frost. The oranges are nearly ripe and the flowers, of course, in bloom. Among the features of the entertainment in California were a drive to Lucky Baldwin's ranch and through it; a trip to the oldest mission church in the country; an automobile trip to Pasadena and around the town; a trip to an ostrich farm; a bath in the sea at Long Beach; a ship ride to Catalina islands—though a typhoon prevented landing; and a bull's head breakfast in Spanish style.

Bob Burdette There, Too.

At Pasadena a luncheon was served in one of the many magnificent hotels. Bob Burdette was there and gave a brief talk. He remembers Norfolk well and spoke, after the luncheon, of his visit here and his trip to the Norfolk sugar factory. Having wedded a widow of wealth, he enjoys one of the most splendid mansions in America, and now is pastor of the Baptist church at Pasadena. In this city, where eighty millionaires reside during the winter and where a single residence lot sells at $50,000, there is perhaps the choicest display of excellent homes to be found on this continent. Such men as Anheuser Busch, Green of "Green's August Flower" fame; Standard Oil magnates and others of the sort, have outdone themselves in surrounding themselves here with the most beautiful dwellings, and a trip to California would be completely incomplete without a side trip to Pasadena.

Catalina Balked.

The trip to Catalina was overpowered by a strong wind and during those eight hours of awful agony the newspaper men were perfectly ill. Banquets every night and luncheons at noon aided in this to a fine degree. Returning home, a Christmas tree was illuminated on board the train and on Christmas night a formal banquet in the dining car, with all present garbed in tuxedo, became the novel feature of the day. And Christmas, the guests of the railroads declared, next to being spent at home, was pleasantest on board the Los Angeles Limited.

The 11 o'clock train out of Norfolk daily connects at Columbus with the new limited, which passes Columbus at 1:45 o'clock. No passes are good on this train and it is probable that the initial guests are all that will ever go "dead-head" on that trip.

The last day at Los Angeles the Broadway hotel, adjoining the Angelus where the party stayed, burned. It was thought the Angelus might go and the newspaper guests were routed out of bed to escape.

BRISTISH SHIP IS LOST

THE PASS GOES DOWN ON THE COAST OF VANCOUVER ISLAND.

ALL HANDS ON BOARD ARE LOST

Word of the Tragedy Reaches Victoria This Morning—Lost in a Heavy Gale Which Drives the Vessel Ashore—Details Lacking.

Victoria, B. C., Dec. 28.—Word reaches here this morning that the British ship Pass, of Melfort, from Ancon, was driven ashore on Vancouver island during the terrific wind storm that has been raging along the coast, and was lost with all hands on board. Details of the number of men and the cargo carried, are lacking.

Strong Corn Market.

Anoka, Neb., Dec. 28.—Special to The News: Anoka has a strong corn market. Yesterday Nye-Schneider-Fowler Co. raised the market from 29½ cents to 32 cents on ear corn. Shelled corn is worth 27 cents, oats 22½.

We all feel young when we buy, and old when we do the paying.

GIRL ATHLETE IS KILLED

YOUNG WOMAN'S CRAVING FOR GYM WORK FATAL.

FELL WHILE WHIRLING ON BAR

Miss Leona Wirth, Who Had Discarded the Mat Beneath Her, Whirled and Dropped Off the Bar, Striking Her Head—Died Soon After.

New York, Jan. 4.—Leona, Wirth, a pretty 17-year-old girl, died at St. Luke's hospital today, craving for athletics. At her home Miss Wirth had a small gymnasium rigged up. There she practiced hours every day, hardening her muscles and making her slender young body lithe and quick.

She also spent much time in the church "gym" nearby. There she was whirling upon a horizontal bar. There was no pad beneath it—she got beyond all that sort of thing as her skill increased. But her grip on the bar of hickory slipped and she fell backward.

The girl struck squarely upon the back of her neck. She lay there quiet and white.

An ambulance hurried her to the hospital and she died soon after reaching it. Her spine had been broken just where it joined the skull.

THURSDAY TIDINGS.

Chas. Nenow has gone to Gordon.

Fred Haley has returned from a trip to Sioux City.

Miss Anna Kunce is clerking at the store of Thos. Knoll & Co.

Louis Greenberg has returned from his visit with Omaha friends.

Miss Laura Durland has gone to Plainview for a few days visit.

C. P. Parish and little son are at West Point visiting friends and relatives.

J. W. Henderson of Weeping Water is here visiting relatives and transacting business.

Hattie and Adolph Liechtenberg have returned from a holiday visit to Walnut, Iowa.

Emery Dickover left last night for his work in the Black Hills, he being located at Lead.

Herman Neuman of Stanton was in town yesterday seeing sights and transacting business.

N. Ray Hall and wife of Lincoln are guests at the home of Mr. and Mrs. Chas. Beiresdorf.

Anton Buchholz is in Wayne today negotiating a loan for the Norfolk Building & Loan association.

N. A. Reynolds of Creighton was in the city today transacting business and exchanging greetings with friends.

The item yesterday about John Conley having purchased S. R. McFarland's business, should have read James H. Conley.

Mr. and Mrs. E. M. Ziesche, who are going to Los Angeles, Cal., to spend the winter, will be accompanied by Miss Verena Nenow.

H. T. Loper of Adel, Iowa, who has been visiting his daughter, Mrs. C. E. Burnham during the holidays, returned to his home this morning.

C. M. Kryger of Tekamah and Miss Elsie Kryger of Neligh accompanied little Hazel home today, and will visit Mr. and Mrs. M. T. Kryger.

Fred Spaulding has had his runs changed from the morning to the noon train on the M. & O., which will be much more convenient for him.

Ed S. Eves of O'Neill is in town today.

Dr. Holden was at Fremont yesterday.

J. B. Dickover returned from Sioux City.

Mrs. Mary Davenport is visiting at Madison.

Will Prachar of Madison was here over night.

F. Lewis of Meadow Grove was here over night.

Mrs. Barnes of Plainview is registered at the Oxnard.

M. H. Willberger of Anoka was in Norfolk over night.

Thomas Drabek of Spencer was in Norfolk over night.

Alice Smith of Creighton was in Norfolk over night.

Mr. and Mrs. H. P. Hansen of Butte were here over night.

Mr. and Mrs. J. R. Nichols of Madison were here this morning.

H. H. Antles of Stanton was in town last night exchanging greetings with friends.

Leonard Hogelund of Lincoln has been here visiting relatives.

Thos. Hight and wife have returned from their holiday visit at Ruth.

Roy E. Brown of Neligh, who has been at Sioux City, passed through the city yesterday enroute home.

Miss Helen Tanner returned to her home in Battle Creek last night.

W. R. Locke of Stanton was in Norfolk last night and this morning.

Mr. N. Matzen returned last evening from a holiday visit at Leigh, Neb.

Mrs. M. A. McMillan returned at noon today from a visit at West Point.

Samuel Ranstell of Cherokee, Iowa, is visiting at the home of B. E. Reed.

Morton Seymour was at Madison yesterday, transacting business at that place.

E. W. Halm, a baggage man who runs between here and Columbus on the Union Pacific, is laid up for a few days with a badly sprained wrist.

J. S. Tuckerman of Creighton was visiting with his brother, Louis Tuckerman yesterday.

Miss Verena Nenow, who left today for Los Angeles, will visit with her sister fourteen weeks.

Mr. and Mrs. C. E. Hauser of Neligh were in the city today. He came down to meet his wife who had been visiting relatives at Plainview, and accompanied her home.

Henry Dobbs of Lynch was a guest last evening of Guy Cooley, being enroute home from Omaha where he spent the holidays.

Arthur Conrad of South Tenth street, who has been suffering from an attack of typhoid fever, is reported convalescing.

Mr. and Mrs. Ludwig Koenigstein returned last evening from their trip south, where they visited at Arkansas, St. Louis and other points.

Ed. Beiresdorf, who has been home from Wakefield with the folks, returned to Wakefield, where he is employed, yesterday.

Word was received from G. J. Hahn and family at Hastings reports the little folks of that household sick. The family is quite well known in Norfolk and Creighton.

C. E. Doughty will arrive home today from his visit to Marshalltown and Belle Plaine, Iowa. He will be accompanied by Mrs. H. L. Doughty and children who have been making a holiday visit at Charles City and Belle Plaine in the same state. It was Mr. Doughty's first visit back to eastern Iowa for several years.

Rev. Victor F. Clark, Mrs. Clark and their daughter, Miss Martha, of the Congregational church at Neligh, were in Norfolk yesterday between trains. They were guests at the home of Rev. and Mrs. W. J. Turner.

Philip Lehman and Adolph Kuntz of Stanton were guests last night at the home of Mr. and Mrs. W. L. Lehman. They were enroute to New Ulm, Minn., where they will the German Lutheran college. Edmund Winter and Albert Wachter will also attend the same school.

R. J. Eccles, who was so badly injured about seven weeks ago by the motor car near Creighton, is getting along all right. This morning his injured wrist was examined by an X-ray and the physician says he will be all right, as the examination shows a satisfactory healing. Mr. Eccles is a bridge foreman on the Northwestern system.

C. W. Crum, for several years county superintendent in Madison county, has gone to McIlride, Mich., where he will take to the farm of his boyhood days and resume the scenes of his youth, following the plow and husking corn. Efforts by insurance companies were made to secure the services of Mr. Crum but he preferred the out-of-door life.

At 10 o'clock this morning in the Catholic parsonage of this city the marriage ceremony joining Earl Sisk of San Francisco and Miss Tressa Quigley of Danbury, Iowa, was performed by Father Walsh. Charles Viterna of Lynch was best man and Miss Bee Quigley of Lynch, sister of the bride, was maid of honor. Mr. Sisk formerly lived at Odebolt, Iowa, and is now express agent on a steamship line out of San Francisco. For the present the young couple will visit at the home of Mr. and Mrs. J. Kelleher of Norfolk and later at the groom's old home. Later they will return to San Francisco.

Announcement by the Burlington that it has arranged to establish a homeseekers' information bureau for the purpose of assisting homeseekers to locate on the available homestead lands in several counties in northern and western Nebraska under the Kinkaid homestead law, which permits bona fide settlers to take 640 acres instead of 160, as under the old law. D. Clem Deaver, at present receiver of the land office at O'Neill, Neb., has been appointed agent in charge of the bureau, with headquarters in Omaha. The bureau will be operative from February 1. Its work will be to locate every available section of land which can be utilized for mixed farming, and put a settler on it.

Mr. Brake wishes to correct a statement printed yesterday to the effect that the office of the manager of the Norfolk Business college is removed to the Bishop block. The office of the Norfolk Business college is in the Cotton block, third floor, and Mr. Brake is sole manager. No other person is authorized to speak for the Norfolk Business college, nor to make any promises, guarantees or engagements of any sort or kind whatever. Eben Perry is authorized to sell scholarships for tuition; nothing more. All patrons can arrange for attendance at the college with Mr. Brake himself, as heretofore. This statement is to correct any impression that Mr. Brake has parted with control of the college. Mr. Brake is proprietor and manager in every particular.

A new graft being practiced on the farmers is about the same old story with a slight variation. Mr. Farmer is visited by a tank man who is selling a patent water tank for farm purposes which has magic powers to prevent water from freezing, no matter how cold it may get. Should Mr. Agent fail to make a sale he agrees to leave a sample on trial, but Mr. Farmer must give him a receipt for same, as the goods do not belong to him, and said agent must account for all the tanks he takes out. The receipt is given, the tank is never called for, but ninety days later a note turns up for Mr. Farmer to pay. All farmers should beware of the magic tank man and look for a square deal with the local man who sells tanks in which the water will freeze. It is cheaper to cut ice than to pay a big note and then only have a third-grade tank in construction and quality.

Bobsleds Come, Skates Go.

Bobsleds have come into much use during the past two days of snow covered streets. As yet no good coasting has developed. Ice has been so buried with the snow that there is no skating.

WONDERFUL USE O X-RAY

REMARKABLE DISCOVERIES IN SCIENCE AND SURGERY.

NAILS TAKEN FROM STOMACHS

When a Child Today Swallows a Nail, and After Old Time Methods Have Failed, the Child is Relieved by Means of X-Ray Vision.

If the "skilled" surgeon of seventy-five or even fifty years ago had been told that the time would come when fractured bones or dislocated joints could be treated as they are at the present day, he would probably have considered his informant "stark mad" to say the least, and would undoubtedly have been one of a "lunacy-committee of three" to pass judgment upon said informant's right to "life, liberty and the pursuit of happiness."

The very idea of being able to make opaque matter, semi-transparent by the application of that wonderful force, the X-ray, was in itself considered in the light of a huge joke, when, a few years ago its possibilities were first made known to the general public.

When, however, it became known that Prof. Roentgen of the University of Wurzburg, Germany, was the discoverer of the X-ray and in his report to the Medico-Physical Society of Wurzburg, made known the wonderful powers of the hitherto undiscovered energy—that the results only of his experiments with it were known to him, while the real nature of this suddenly developed power was still wrapped in mystery—then, and only then did the thinking world accept, in a half reluctant manner, the fact that a new element in modern life had been discovered and had come to stay, while the years (scarcely ten of them) have only served to find new avenues of usefulness for its general application.

As was natural, its initial experiments were made upon and for the relief of suffering humanity, so that now if the omnivorous infant concludes to make a meal of a shingle-nail or the like and the old, time-honored remedies or a sudden reversal of head and heels fails to dislodge the offending element, the sufferer is hurried to the nearest physician possessed of an X-ray, the exact location of the irritating object located accurately, and all unnecessary cutting in the inevitable operation thus avoided.

Or if trouble of a persistent kind in any of the larger cavities of the body is of such a nature as to baffle ordinary surgical skill and an operation is deemed unwise because of the patient's physical condition, the kindly X-ray comes to the rescue and enables the surgeons to decide the nature of the trouble, be it ever so obscure and thus bring to bear upon the situation, relief from harrowing pain and in almost innumerable instances, a prolongation of life to the sufferer.

Another wonderful stride to the front brought about by Prof. Roentgen's discovery is the way in which fractured bones and dislocated joints are made to yield up their intricate variety of complications and just jog along on the road to health with Mother Nature's help when, thus aided, the proper treatment is applied.

The News man had occasion to call into the office of one of Norfolk's leading physicians on Wednesday and while there was given a chance to personally see demonstrated the use of the X-ray when applied to the recently united bones of the wrist of a patient. The fracture was close to the distal ends of the radius and ulna and, unfortunately, involved both bones in a compound fracture, and as The News man gazed at the result of the healing processes, the actual bones seemed before him, as though no sheathing of flesh and blood were in evidence, so powerful are the rays, whose forces were focussed upon the injured member.

And so we progress in knowledge from what now seems the dense ignorance of a century gone by, to the mysterious, but useful discoveries of the day, taking each as it comes, sometimes as a friend in disguise who has to struggle painfully for any recognition—sometimes with open arms.

More recently we have had to acknowledge ourselves baffled again, but ready to be convinced by the discovery of what is claimed to be of far greater value to the scientific world than the X-ray and that is Radium, the mysterious and almost appalling new element, the nature of which is at present scarcely beyond the conjectural stage.

Birthday Party.

A birthday party was held at the home of Mrs. Peter Juhl last night in honor of Mrs. Emil Melcher of Ixonia, Wis., who is visiting here. They had games and a general good time. Refreshments were served and at a late hour and the guests dispersed to their several homes.