

RELIC OF DAYS GONE BY

OLD TIME STAGE COACH PASSES THROUGH NORFOLK.

FROM PIERCE TO MADISON

The Coach Was at One Time Used on the Trail Between Omaha and Ogden—Herman Gerecke Used to Ride Behind it as a Guard—Now on Display.

A relic of bygone days passed through Norfolk yesterday. It was an old government stage coach that at one time was on the route from Omaha to Ogden. The coach is the property of Wilson Hall of Pierce and is on its way to Madison, where it will be a feature in the county fair.

The coach is in a very dilapidated condition at present and shows the ravages of time. The driver's high seat has rotted from exposure to the weather and there is no cushion left, only tatters. On the back is the baggage platform, with its leather cover, that is cut and worn till it is hardly recognizable. In the leather are a few bullet holes that tell a story of their own, perhaps a fight with Indians or some hold-up. Then there are numerous cuts, supposedly from knives in a fight or from arrows.

The paint has worn off on most all of the parts, but can be faintly seen in places. The coach was painted a light blue with white trimmings. At the top is the name of the firm that ran the vehicle, "Littlich and Perry," and on the side are the signs, "American Express, and 'U. S. Mail.'" The boxes that should hold these have rotted away and the bottoms have fallen out.

The inside of the coach is in the most dilapidated condition of all. All the cushions have been worn and torn so that the bare boards are to be seen. There is one part that has been burnt. There are innumerable autographs of passengers, who have ridden in the coach.

The wheels only are in a fairly good condition, although there are no washers on the axle, and the thing goes creaking along with a horrible noise. The big strap springs that hold the box are in very good condition but when a person gets inside and rocks the coach they creak with an unearthly sound. Evidently this rocking motion would make most anybody seasick.

They have to be very careful and not drive too fast in taking the coach to Madison, as it is very liable to break in parts.

It is understood that the coach will be used in an Indian collection that will be on display at the county fair.

One of the most interested of the spectators who saw the old coach here was Herman Gerecke. "It is highly probable," said Mr. Gerecke, "that in the old days I rode behind that very coach as a guard. I used to ride in that capacity between Omaha and Ogden."

THURSDAY TIDINGS.

J. M. Bothwell is a business visitor in the city.

R. Dunning of Fullerton is a city visitor today.

Mr. and Mrs. Stockard of Bassett are in the city.

George N. Beels left today for a trip to Knox county.

Max A. Moeller of Wayne is visiting friends in this city.

Mrs. G. M. Zimmer of Columbus is visiting in the city.

L. C. Mittelstadt went to Laurel this morning on business.

Mrs. Underberg was a city visitor from Stanton yesterday.

Miss Daisy Mayhew is attending the Battle Creek races today.

Dr. J. H. Mackay attended the Battle Creek races yesterday.

Miss Helen Pile of Wayne was shopping in the city yesterday.

D. Leonard of Columbus was in the city on business yesterday.

Rev. and Mrs. Broyer of Hadar were shopping in Norfolk yesterday.

Mr. and Mrs. L. Wachter were passengers to Omaha this morning.

Lloyd Klentz left this morning for a short visit in Sioux Falls, S. D.

R. C. Brainer came down from Plainview this morning to spend the day.

E. M. Huntington made a business trip to Tilden, where he has a farm.

P. J. Barnes went to Battle Creek this morning to attend today's races.

Mrs. Palmer and Mrs. Haight of Battle Creek were in the city yesterday.

Mr. and Mrs. Albert Kinney of Stanton were shopping in the city yesterday.

E. O. Mount returned this morning from a short business trip to Bonesteel.

Mrs. Brown and Mrs. Thatch were in the city yesterday from Battle Creek.

Mr. and Mrs. J. S. Mathewson attended the races at Battle Creek yesterday.

Mrs. John Gildea has returned from a two weeks' visit in Omaha and Council Bluffs.

T. F. and George Lowe of Creighton came down from this morning to visit friends and relatives.

Misses Fae and Bessie Widaman went to Battle Creek last evening to attend the race meet there.

Mrs. E. H. Tracy and daughters, Lucile and Marie, have returned from an extended visit in Milwaukee.

Miss Verena Nenow and Miss Otelia Pilger left this morning for Surprise, Neb., where they will visit for a short time.

W. G. Beels left this morning for

Galva, Ill., where he will visit his brother. He will go from there to Michigan for a short stay.

Miss Matilda Herrmann returned yesterday from Winnetoon, where she has been visiting. Miss Nellie Jones of that place accompanied her for a short visit here.

S. A. Pettison of Lincoln, who is to be principal of the Creighton schools, is visiting with his former classmate, Rev. Martin Raasch, at the Raasch home west of town.

A new addition is being built today at the rear of the building occupied by Anthes & Smith.

The Burk Uncle Tom's Cabin company passed through the city this morning on their way to Battle Creek. Frank H. Reels and Sam Erskine are in Pilger today playing tennis against expert racket wielders of that place.

Mr. and Mrs. James Collins have gone to Long Pine, where Mr. Collins hopes to get rid of an attack of hay fever.

Mrs. A. J. Durland will entertain a small company of old time friends tomorrow afternoon from 3 to 6 in honor of Mrs. Ezra Durland.

Miss Clara Rudat entertained the members of camp "Heinie" last evening on her lawn. A large camp fire was a feature of the evening. Light refreshments were served.

Burt Mapes, the Norfolk member of the state republican central committee, returned from Lincoln yesterday after having attended a meeting of the committee on Tuesday night.

Miss Katherine Witzgman entertained about twenty-five of her young friends to a hay rack ride last evening. The evening was very pleasantly spent after which the young folks adjourned to Ware's for ice cream.

A street show being given last night was disturbed by a crowd of boys who attempted to crawl under the tent and who were attacked by one of the showmen with a buggy whip. Later the police interfered and ordered one of the disturbers away.

"Rock county is going to have the finest crop that has ever been known in that section," said Postmaster C. F. Stockwell of Bassett, who was in Norfolk yesterday afternoon on business. "We have had plenty of rain and the conditions could not be improved on at this time." Mr. Stockwell is one of the prominent citizens of thriving Bassett, and is enthusiastic over his county.

SPECTACLE LENSES.

How the Glasses Are Ground, Polished and Finished.

In the manufacture of spectacle lenses the bit of glass to be formed into a lens is fastened by means of pitch to a small block of hard rubber, so that it may be held. It is ground by being pressed against a rapidly revolving cast iron disk on a vertical spindle and with curvature equal and opposite to that desired in the lens.

This is the "rough tool" and is kept moistened with emery and water. Several grades of emery are used in succession, changing from coarse to fine as the grinding proceeds.

The glass is then transferred to the "fine tool," made of brass, and compared from time to time to a standard curve in order to insure accuracy. In this second grinding the abrading material is rough.

Finally, the lens is polished by being pressed against a piece of cloth powdered with rouge and fastened to the rotating tool. The glass is now loosened from its block, turned over and the reverse side of the lens ground.

When this has been accomplished the lens is placed on a leather cushion and held firmly in position by a rubber tipped arm while a diamond glass cutter passing round an oval guide traces a similar oval on the glass below. The superfluous glass is removed by splinters and the rough edges ground smooth on Scotch wheels.

Pearson's Weekly.

POSTPONE THE MEETING

COMMERCIAL CLUB PUTS OFF THE MEETING ANNOUNCED.

TILL NEXT TUESDAY NIGHT

Because of the Battle Creek Races, and Because as Large a Crowd as is Possible is Hoped for by Officers of the Club, Date is Changed.

The public meeting of the Commercial club, announced for Friday night, has been postponed until Tuesday night of next week because of the Battle Creek races.

So many Norfolk people will be in Battle Creek Friday afternoon that the crowd which is hoped for would unquestionably be materially reduced on this account, and the officers of the organization therefore today decided to postpone the meeting until next Tuesday, as a large crowd is hoped for.

The meeting on Tuesday night will be held at 8 o'clock in the city hall.

Half Rates to State Fair, Lincoln, Neb., Via the Northwestern Line.

Excursion tickets will be sold September 3 and 7, limited to return until September 8, inclusive, at one fare for round trip, plus fifty cents for admission ticket to fair grounds. Apply to agents Chicago & Northwestern R'y.

Excursion Tickets to County Fair and Races at Pierce, Neb., via the Northwestern Line.

Excursion tickets will be sold at reduced rates September 3 to 7, inclusive, limited to return until September 8, inclusive. Apply to agents Chicago & Northwestern R'y.

NEW LAW CAUSES TURMOIL

RAILROAD AGENTS ARE IN STATE OF CONFUSION AS RESULT.

QUESTION OVER THE PASSES

Heaps of New Tariff Sheets Have Been Pouring into the Norfolk Offices. Some of the Effects of the New Railway Rate Law Here.

[From Wednesday's Daily.] Norfolk railroad offices are in a state of confusion as a result of the new railroad rate law which went into effect in the United States Tuesday. Circular announcements from headquarters, giving instructions regarding future business methods, have been pouring into the offices here and railroad men who handle the tariff sheets are up in the air, perplexed as to which way they shall turn or, indeed, which way they may turn without violating the law.

Under the new law a railroad is prohibited from quoting any rate which is not published thirty days in advance, and that rate must have first been approved by the interstate commerce commission. As a result the railroad agents here have received official notices that hereafter they will not quote any rates or tariffs which are not authorized and published in advance.

One of the questions that arises among long-line railroads which have been competing with shortline routes by meeting rates, even though not publishing such tariffs as their own, is whether or not the long-line route will be able to do business against a shortline route in the future. For instance, the Northwestern has for a short time between Lincoln and Norfolk, while the Union Pacific has been meeting the Northwestern rate but hauling the freight around a long way. The Union Pacific's published tariffs do not meet the Northwestern tariffs on all commodities between Lincoln and Omaha. Therefore the Union Pacific can not now accept commodities between Lincoln and Norfolk upon which the published tariffs are not equal.

For instance, on an article which has always been hauled to Norfolk from Lincoln for 20 cents by the Northwestern, the Union Pacific may have had a rate of 25 cents as published, but in order to compete with the Northwestern the Union Pacific has been able, in the past, to accept the business at the Northwestern's rate. In the future the Union Pacific could not, under the law, haul for less than 25 cents, and therefore it could not compete unless it were to publish a 20-cent rate. And by publishing the 20-cent rate the Union Pacific would be compelled to reduce the rate to 20 cents to all intermediate points so that the loss would be greater than the gain, and in this way eliminating the long-route competition.

Some railroad men contend that the new law makes everything a distance tariff, thus shutting out the long-line routes altogether. This is an unsettled point.

It is still a question whether passes which were issued before August 28 are good or not. The Burlington road claims that the pass clause of the new rate law is now in effect, while other roads claim the passes do not expire till January 1 and therefore the clause is not yet in effect. Prominent magazines, in discussing the matter, have given January 1 as the date on which passes die. Local railroad officials also claim that January 1 is the day.

Here's the situation: While the law says in good English that railroads may issue passes until January of next year, the closing section of the law states, "that this act shall be in force sixty days after its passage" and Tuesday was the sixtieth day.

As one result of the law, the shipper has a right to see all tariffs published by the railroads and the tariffs must be in such shape as to be understood. A shipper may now figure out before he ships, just exactly what the freight charges on his goods will be, including side issues and all.

Among evidences of the new law in Norfolk are placards tacked up in freight offices, giving notice that all rate schedules, passenger and freight, may be had by anyone desiring information for the asking. All of the tariffs have not been printed yet and are not, therefore, at hand.

It is said that among the effects of the new rate law is one which prohibits stop-overs on excursion tickets and another prohibiting half fare rates to land-seeking parties. Old soldiers will not be given half fares, as heretofore.

FERN M'DONALD ARRESTED

Tailor in Jail Files Warrant Against Her to Get Even.

[From Wednesday's Daily.] Fern McDonald's complaint against Cleveland Davis on a charge of carrying concealed weapons, as a result of which Davis is now in jail awaiting his trial on Friday, has acted as a boomerang. In retaliating against her for landing him in jail, Davis has filed complaint against Fern McDonald charging her with conducting a disorderly house contrary to law.

The warrant was issued late yesterday, after Friday had been set as the time for Davis' trial, and the woman furnished bonds for her appearance before Justice Lambert.

Attorney Barnhart, who has charge of Davis' defense, also has in hand the case against the McDonald woman. The Davis case will be heard before Justice Lambert at 10 o'clock Friday

morning and the McDonald case at 2 in the afternoon.

It is said that Davis, the tailor, came to Norfolk at about the same time as the young woman, Dora, in whom he appeared to be more or less interested. Both came from Sioux City, it is claimed. Davis claimed yesterday that this woman would furnish him with money with which to employ an attorney to defend himself, but the girl, in Justice Eiseley's court, refused to see the prisoner.

Just where the funds are coming from now with which he is to both defend himself and prosecute the landlady, is not exactly apparent, as he admitted yesterday that he had no funds of his own.

Davis had hoped to get out on bail today, but did not succeed. The crime with which he is charged may send him to the penitentiary if he is convicted, and it is claimed that the huge wooden post and gun with which he tried to batter down doors and to frighten the inmates, may yet make an interesting case for him.

CASES NOT COMPROMISED.

Davis Says He Will Pay Fine For Carrying Gun, to Get Revenge.

No compromise has been reached between Fern McDonald and Cleveland Davis, both of whom are under arrest as the sequel to the rough house alleged to have been created Sunday by Davis. Davis is still in jail and there is every prospect now that the two cases will come up for trial on Friday, as docketed, in spite of an effort which has been made to settle matters out of court.

It is claimed by those to whom Davis talked before the trouble, that his motives were not those of rescuing the young woman in whom he was interested, as he declared when arrested. It is said that he previously boasted of money which he has been in the habit of receiving from this woman, and it is said that if his former statements are to be believed, the girl in question has led a wayward career for some time, contrary to Davis' later statement that her downward course commenced in Norfolk.

Davis says that he doesn't want to get out of jail on bond now, because the trial is so near at hand.

"All that I can be convicted of," he said today, "will be the charge of carrying concealed weapons. I am willing to pay the fine for the sake of revenge which will come in the other case."

ENFORCE THE BALLOT LAW.

Straight Republican Votes Count for Amendment.

Lincoln, Neb., Aug. 30.—Attorney General Norris Brown has advised the enforcement of the statute authorizing the counting of straight party votes for a constitutional amendment in case the voters' party has endorsed the amendment in state convention. The republican state convention endorsed the railroad commission amendment and authorized the secretary of the convention certify the fact to the secretary of state. The democratic state convention adopted a platform endorsing the amendment. The officers of the republican state committee will recommend that the law be followed in the counting of ballots and will aid in enforcing the law as long as it remains on the statute books. Some have expressed doubt about the constitutionality of the statute. It is believed that the railroads will oppose the amendment at the polls and if it is adopted will test the legality of its adoption on the ground that election officers have no right to count a ballot as a vote for the amendment unless the voter has made a cross opposite the word "For" on the ballot. The law is a carefully revised statute and many attorneys believe it in no way conflicts with provisions of the constitution relating to elections or constitutional amendments. The law is as follows:

"If you wish to vote a straight ticket, make a mark in the circle at the top of the ballot to the right of the name of your party, and your ballot will then be counted for every candidate and as approval of party action on any constitutional amendment of that party on the ballot. If you wish to vote otherwise than a straight ticket, make a cross in the square to the right of the name of each person for whom you wish to vote or for or against constitutional amendment; if you wish to vote a straight ticket with the exception of certain officers or constitutional amendments, place a cross in the circle at the head of the ticket for which you wish to vote in the main, and then place a cross in the square to the right of the candidates of the other parties for whom you wish to vote, or in the square to the right of the words 'for' or 'against' any constitutional amendment."

The Grandest Ever Concealed.

With a sumptuous setting, all in white and glittering with gold ornamentation, the William H. West jubilee minstrels, first part is a re-splendent scenic background for the hour's brilliant musical and comedy entertainment that precedes an olio, fraught with some of the most pronounced novelty features ever assembled for minstrel purposes. Manager Ricaby had good and sufficient reasons to be thus encouraged, for the recent record of success attained by the West trademark, invited so much liberality of investment and the scanning of list of attractions that are bound to furnish delightful pleasure to the masses of theater patrons. The West organization of singers, dancers, comedians and novelty performers will visit here at the Auditorium next Monday night, September 3.

Recommended by
Prominent Physicians
and Chemists

CALUMET

Baking Powder

Perfect in Quality
Economical in Use
Moderate in Price

CROWD AT BATTLE CREEK

BIGGEST BUNCH EVER ON THE INITIAL DAY THERE.

THEY HAD THREE GOOD RACES

A Large Number of Norfolk People Attended the First Day's Racing at Battle Creek—Surena Will Give Exhibition Tomorrow.

The largest first-day crowd that Battle Creek has ever known at a race meet, attended the opening day events at that place yesterday. There were two harness races and a galloping match. A number of Norfolk people attended the races and more went up today. The racing tomorrow is scheduled as the best on the calendar. Following is a summary of the races:

Three-minute trot:

Cooksey (Douglas).....	2	1	1	1
Dug B (McKillip).....	1	5	5	6
Nancy D (Rice).....	7	8	2	2
Raven Boy (Stantz).....	3	2	4	8
White Wings (Kay).....	4	3	3	3
Billy Wilkes (Druen).....	5	4	8	7
Sailor (Allen).....	6	7	7	4
Jimmy (Cushman).....	8	6	6	5

Time: 2:33; 2:34; 2:32; 2:31.

The 2:20 trot or pace:

Macknetta (Stanz).....	1	1	2	1
Surena (Kennedy).....	4	3	1	2
Sioux Chief (Matheson).....	2	2	3	3
Elva D (Rice-Sunderland).....	3	4	5	6
Clela (Gibson).....	5	5	4	4

Time: 2:20; 2:23; 2:23; 2:22.

Running race, half mile and repeat:

Jennie F (Walker).....	1	7	1
St. Ledger (Flaherty).....	3	1	2
Chas. Mitchell.....	4	2	
Sun Dance.....	2	4	
Revenue.....	7	3	
Welcher.....	5	5	
Saale.....	6	6	

Time: :52½; :52½; :51½.

Tomorrow afternoon Surena, guileless wonder, will give an exhibition.

BRAKEMAN BURNS IS DEAD.

Former Norfolk Railroader—Brakeman Lennon Breaks a Leg.

Word has been received here that Joseph Burns, formerly a passenger brakeman at this place died in a Chicago hospital recently. Burns leaves a wife and two children.

Brakeman Harry Lennon had his leg broken last evening at West Point while on his run last evening. Particulars are lacking as to the cause. He is a brakeman on No. 40.

Letter List.

List of letters remaining uncalled for at the postoffice at Norfolk, Neb., August 28, 1906:

Mrs. G. W. Branchal, Mr. Guy Black, Mrs. Olga Hazel Hall, A. L. King, Martha Kruse 3, Mr. Jas. K. Lea, Mr. Albert J. Lee, Mr. Lee McGee, Mrs. Wm. Mumdugh, Mr. Sam E. Rosenberger, Mrs. Helen Stevens, Mr. Roscoe Sayer.

If not called for in fifteen days will be sent to the dead letter office. Parties calling for any of the above please say "advertised."

John R. Hays, P. M.

GUTTER EDGES ARE TOO HIGH

Columbus Engineer Inspects Norfolk Gutters—Gravel Work.

City Engineer Gutchoff of Columbus, who was in Norfolk today, inspected the new cement gutters. He laid out the gutters at Columbus, after which the Norfolk gutters were patterned. Mr. Gutchoff expressed the opinion that the street edge on the gutters west of Fourth street is too high.

"If Norfolk ever came to pave," said Mr. Gutchoff, "you would find that the center of the street, in order to give the necessary slant to the gutters, would be above the sidewalks. This is wrong. The center of the street should be about two inches below the sidewalks, but that would be impossible with the edge of the gutters so high."

This difficulty was noted by the city council at the last meeting, when it was ordered to drop the slant on gutters east of Fourth street to four inches instead of six.

The committee recently appointed by the city council to investigate the gravel situation in Norfolk, with a view to graveling streets, will visit the Raasch farm west of town on Friday of this week for the purpose of examining the gravel in that pit. If the gravel there is found to be satisfactory it is possible that the city will in-

vest in some of the material for the purpose of benefiting Norfolk streets.

It is the intention of the city council to fill in along the edge of the new cement gutters with a heavy layer of gravel, in order to prevent water seeping down underneath the cement and thus cracking the gutters in the winter time.

No definite action has yet been taken in regard to First street, although it is admitted on all hands that a good road to the Junction is a much needed affair in Norfolk right now. It is said that some of the property owners on Fourth street prefer to gravel that thoroughfare before First street is graveled. It is argued by some of the city council that if the property owners on Fourth street would contribute toward the movement, that proposition would be all right, but that on the other hand First street is a county road, so that county help could be enlisted in its preparation and maintenance.

The whole city seems to agree that a gravel road is needed between Norfolk and the Junction, however.

Entertained Friends.

Ben Bechtel entertained a few friends at the home of his uncle, Geo. B. Christoph, last night. Cards and other games were features of the evening, after which refreshments were served.

LITTLE RIPPLERS.

(Chicago News.)

Nero had just written an important message for the Roman senate. "Slave," he thundered, "where is the messenger boy I ordered two hours ago?"

"He is on his way," replied the trembling slave, "but he has stopped behind the forum a few minutes to read the wonderful adventures of 'Marcus, the Lion-Chewer.' Should I dispatch him again?"

The great emperor smiled cruelly.

"Yes, but this time see that you dispatch him with a club."

For even in those days the messenger boy would hold up a nation's time rather than lose a chapter in his novel.

The weary tramp with the red beak halted in front of the wayside cottage. "I called, mum," he announced, "because I found dis sample package of dyspepsia tablets down the road."

"Dyspepsia tablets?" snapped the woman with the broom. "What have I to do with dyspepsia tablets?"

"Why, er—I thought maybe you might give me something to eat that would give me de dyspepsia so I could test dem."

"Pa," said Bobby, as he leaned over the deck rail, "what kind of a boat is that out on the lake?"

"That," replied pa, as he raised his glass, is a sister ship to the one we are on."

Bobby watched the big funnels for a while and then said:

"Pa, I think that must be a brother ship."

"Why so, my son?"

"Because it smokes so much."

The man with the green satchel full of fake rings and watches boarded the local and seated himself in the smoker.

"Where are you going?" asked the inquisitive passenger.

"To the next town," replied the grafter.

"Ah, you are going to take in the town?"

"No, I am going to take in the people in the town."

Younghub—And you made these biscuits without any assistance?

Mrs. Younghub—Yes, dear. Younghub—But you must have had some one to help you lift them out of the oven.

Stubb—I wonder why the president selected June to admit Oklahoma and Indian Territory as one state.

Penn—Because June is a great month for making two one.

Excursion Tickets to Fair and Races at O'Neill, Neb., via the Northwestern line, will be sold at reduced rates September 3 to 7, inclusive, limited to return until September 8, inclusive. Apply to agents Chicago & Northwestern R'y.

Of course, a store-ad. may be a "pulling" one, but if it is not placed before enough of the right kind of people, "what's the use?"