

REPUBLICAN CAUCUSES

FOUR STRONG MEN NAMED FOR COUNCILMANIC TICKET.

DELEGATES FOR CONVENTION

Widaman, Craven, Fuesler and Eccles are named by Norfolk Republicans as candidates for the City Council this Spring.

Republican candidates for councilmen:

- First ward, W. H. Widaman.
- Second ward, Dan Craven.
- Third ward, P. J. Fuesler.
- Fourth ward, Robert Eccles.

Republicans, meeting in ward caucuses Friday evening, selected delegates to Monday's city convention and nominated four councilmen. In Widaman in the First, Craven in the Second, Fuesler in the Third and Eccles in the Fourth it was conceded that the republicans had found a strong quartet of delegates.

First Ward.

The first ward caucus was called to order by Chairman J. S. Mathewson, who was made permanent chairman. N. A. Huse was made secretary. A ballot for a nominee for the council resulted: Widaman 4, Griesbeck 3, Witzigman 2, Tyler 1, Burton 1, Logan 1, Krantz 1. On the fourth ballot W. H. Widaman was nominated. Mr. Widaman was called on and in a brief talk said that, while he did not seek or want the nomination, he was yet willing to accept it and to make the race. He said that he was a republican from the ground up, having voted the straight republican ticket ever since Lincoln's time. He further stated that he did not want to be put up as a candidate for slaughter. In accepting, he wanted to go into the fight to win and he wanted the support of the party, to which he was entitled.

An informal ballot, which was later made formal, resulted in the choice of the following seven delegates to the republican city convention, which will be held next Monday night: J. S. Mathewson, W. P. Logan, Jack Koenigstein, C. S. Parker, M. D. Tyler, C. C. Gow, W. A. Witzigman.

Motion prevailed that the delegates present cast the full vote of the delegation and that no proxies be allowed. J. S. Mathewson was selected as ward committeeman.

Second Ward.

In the absence of Chairman Kiesau of the central committee, the Second ward caucus was called to order by Burt Mapes, who was made chairman. W. N. Huse was elected secretary. E. E. Coleman and Dan Craven were placed in nomination for councilman, formal vote giving the nomination to Mr. Craven.

Delegates to the city convention were chosen as follows: W. R. Hoffman, E. E. Coleman, H. G. Brueggeman, M. Kane, J. W. Ransom, S. D. Robertson, J. T. Wolfel, Frank Carwick, Clyde Bullock, C. E. Harford.

The central committee was authorized to fill any vacancies that may occur on the ticket.

Third Ward.

The third ward caucus was called to order in the city hall by R. H. Reynolds as chairman and M. C. Hazen as secretary. An informal ballot brought forth several names for councilman but Phillip Fuesler was seen to be the choice of the gathering and was made the nominee. For delegates to the city convention, J. H. VanHorn, J. H. Lough, A. H. Vile, M. C. Hazen, William Beswick, R. H. Reynolds and J. D. Sturgeon were chosen. R. H. Reynolds was recommended as ward committeeman.

Fourth Ward.

Fourth ward republicans found a strong candidate for the council in Robert Eccles. The Junction caucus was presided over by W. H. Livingston as chairman and C. S. Hoar as secretary. After Mr. Eccles had been nominated for the council the following delegation was elected to the city convention: Robert Eccles, George Scott, Silas Ball, James Gray and H. H. Lake.

REPUBLICAN POSSIBILITIES.

Some of the Political Gossip Concerning Monday's Convention.

Two names have been mentioned by republicans as majority possibilities in connection with next Monday's city convention. Jack Koenigstein has been talked of and the name of J. D. Sturgeon has also been brought forth.

The mere mention of the name of Ed Harter as the probable republican nominee for city clerk, has been applauded by all Norfolk. Apparently everybody in Norfolk is Ed Harter's friend. The sunshine of his disposition, despite all of his pain and suffering in this world, has been considered nothing short of remarkable and it has made him friends everywhere. For through all his tribulations, Ed Harter has never been known to growl or to frown. That he is worthy of the office to which he will probably be elected, is conceded by all, and from the indications, Norfolk is simply waiting now for a chance to cast a vote for Harter.

In connection with the republican nomination for city treasurer, Chris Anderson is being prominently mentioned. W. P. Logan, who was also spoken of, declines to allow his name to be used. Mr. Anderson is a young man of ability, and with many friends

who will be glad to support him, if nominated.

People about town speak of the four councilmanic nominations made by the republicans in high terms.

Third District Pensions.

Pensions granted persons residing in the Third Nebraska district for the week ending with March 11, 1908:

- Christopher C. Thompson, Craig, \$12; Lewis Goodsell, Homer, \$12; John A. Steel, Foster, \$12; Augustus Smith, Genoa, \$20; Jackson Hyatt, Randolph, \$12; Alonzo M. Swim, St. Edwards, \$12; Samuel Pentecost, St. James, \$12; Isaac M. Brumhall Tekamah, \$12; Enoch Adkins, Magnet, \$15; Albert H. Carter, Winsted, \$12; Robert Reynolds, Norfolk, \$8; Ole Larson, Oakland, \$15; Charles Head, Hooper, \$12; Geo. W. Woodruff, Uehling, \$15; Wm. A. Hosford, Albion, \$15; Hiram H. Hoagland, Plainview, \$20.

LOUISE COOK WON PRIZE

NORFOLK HIGH SCHOOL DECLAMATORY CONTEST.

HELEN FRIDAY IS SECOND

A Program of Unusual Merit Was Held at the Auditorium Last Night to Select Contestant in the Coming District Contest.

Miss Louise Cook, a member of the freshman class, won the Norfolk high school declamatory contest at the Auditorium Friday night, winning the right to represent the local high school in the north Nebraska declamatory contest in Norfolk April 1. Miss Helen Friday, a sophomore, ranked second. The class of 1910, the sophomores class, won the class prize.

Class "yells," class songs, class demonstrations ran riot at the Auditorium before and after the program proper. The body of the Auditorium was crowded with students from the high school and with Norfolk people.

Class colors and class pennants were much in evidence. The section of the Auditorium occupied by members of the graduating class was elaborately decorated with the class colors, pink and green. Streamers were run up to the balcony so that the members of the class were seated beneath an arch made up of their class colors. Just to one side an electric sign displayed with green and pink lights the class numerals, "08." Whenever the seniors cheered the sign blinked approvingly.

The program was one of rather unusual merit and was thoroughly appreciated by the audience. Misses Dorothy Rudat, Josephine Mullen, Dolly Pfunder, Helen Friday, Louise Cook, Theo Sprecher and Bessie Widaman all won favor with the audience. The musical numbers on the program were also pleasing.

At the close of the program Hon. John R. Hays announced the decision of the judges. Mr. Hays complimented the young ladies who had participated in the contest, stating that he had never seen a similar contest so excellent on character or where the contestants were so nearly equal in merit. Mr. Hays announced that the judges had awarded first honors to Miss Louise Cook and that the class prize for the greatest number of points scored by the representatives of any single class went to the class of 1910.

Mr. Hays, Mrs. George D. Butterfield and Mrs. M. A. McMillen had been selected as judges, but Mrs. McMillen being unable to attend her place was taken by Misses Rogers and Cowan.

The evening's program was:

Chorus, "Spring Morning" by J. Raff, high school girls.

Invocation, Rev. F. C. Davis of Lamar, Missouri, filling the pulpit at the First Congregational church Sunday.

Piano solo, "The Dying Poet" by Gottschalk, Lowell Erskine.

"Her Cuban Tea," Dorothy Rudat.

"Sparticus to the Gladiators" by Elijah Kellogg, Josephine Mullen.

Chorus, "With the Stream" by B. Tours, high school girls.

"What William Henry Did" by J. L. Harbour, Dolly Pfunder.

"Mary's Night Ride" by George W. Cable, Helen Friday.

"As the Moon Rose" by Pauline Phelps, Louise Cook.

Violin solo, Kurawaki, Second Mazurka by Henri Wieniawski, Ray Estabrook.

"How the Church Was Built at Kehoe's Bar" by Bennett, Theo Sprecher.

"The Romance of the White Cow" by James Lane Allen, Bessie Widaman.

Quartet, "Mrs. Winslow's Soothing Syrup" by Harrington, Messrs. Ogden, Hibben, Lynde and Anderson.

Strawberries Have Arrived.

The first strawberries of the season have arrived. Parish has received a shipment of the luscious red fruit, the first of springtime. They sell at 50c per box.

Chautauqua Project.

The Commercial club directors will take final action on the chautauqua project at their Tuesday meeting. The directors have been notified that the chautauqua could be held a week earlier than the proposed date which came rather close to the Norfolk racing meet.

Roller Skating Accident.

Little Andrew Mapes attempting to jump from a porch while on roller skates fell, bending one of the bones in his arm. The accident was not serious.

WANT PEOPLE'S OPINION

COMMERCIAL CLUB WANTS TO KNOW WHAT WE WANT.

APPEALS FOR MORE MEMBERS

More Memberships in the Commercial Club Are Needed for the Carrying on of Investigations into Good Things For Norfolk.

Norfolk, Neb., March 14.—To the People of Norfolk: The directors of the Commercial club are making an effort to develop for the benefit of Norfolk all the good things that come before them. We believe we are getting nicely started but would appreciate a little more active interest on the part of our citizens in these projects and their advice from time to time as to their feasibility.

One subject we have up now is the development of a water power from the Elkhorn river; this we all know has been exploited to some extent by several of our citizens at different times, generally with favorable results on paper, though the work was only done in an experimental and wholly preliminary manner and not by engineers. One of these estimates gives a possible 600 horse power at Thirteenth street with three miles of canal and a low wing dam including an aggregate expenditure of \$25,000. Mr. Birchard made some estimates on a canal from the Yellow Banks along the bluffs to the west side of the city, being probably an expensive proposition. We have asked him to give us his figures in this matter.

Our idea is to have a civil engineer make a survey of the Thirteenth street proposition so that we can have accurate figures to go on together with advice from an expert, familiar with the professional and mechanical features involved from a practical standpoint. This would cost \$100—possibly \$200. Shall we do it?

Let us know what you think about it and also we ask you to help increase our membership. Columbus has 250 members. We should do better than Columbus. Every man in Norfolk should have at least one share in this Commercial club. If all business men (and this includes every body who is earning a livelihood here whether from offices, stores, wagons, shops or anything else) would take some of these shares, we would then have enough money for all incidentals and projects like the proposed survey or the coming teachers' association in April, without begging the street from time to time. Then, as a matter of fact, it is hardly a fair distribution of the responsibility of furthering the interests of the city to ask directors to accredit funds for these special occasions when they give practically a half day every week to the general welfare, besides many little and some big bits of time to current matters.

What do you think about a ten-day chautauqua beginning July 31 with two entertainments daily, our part being to guarantee the sale of 500 tickets at \$2 each, receiving one-half of excess receipts above \$3,000? Wayne and Albion had this same thing last year and carried it off successfully. At Albion the receipts were \$3,500. They had one special train that brought 600 people.

Respectfully,
A. J. Durland,
President Commercial Club.

Railroad Notes.

Charles C. Riley, formerly superintendent of transportation of the Erie, with headquarters in New York, has arrived in Kansas City to take a like position with the Kansas City Southern. He succeeds F. S. Rawlins, who resigned recently to accept service with the Northern Pacific.

During the lighter freight movement the falling off is more noticeable in westbound than in eastbound traffic. There is a variation in movement which is unusual. Sometimes there is a considerable improvement. Freight officials think that the trouble will be overcome next month and that west-bound business will be heavy, as the goods merchants are buying will begin to come forward.

Six million dollars of 5 per cent one-year notes of the Baltimore and Ohio railroad company have been purchased jointly by Speyer & Co., and Kuhn, Loeb & Co. The notes are secured by \$8,000,000 of Pittsburgh, Lake Erie and West Virginia refunding 4 per cent bonds.

It was reported that the Illinois Central directors had authorized \$30,000,000 of 4 per cent equipment trust bonds to be used later as collateral for an issue of short-term notes or for collateral bonds up to an amount that would furnish the company with the funds it requires.

A. F. Brewer has resigned as superintendent of transportation of the Rio Grande and will go to the Southern Pacific at San Francisco.

Superintendent Whitney of the Union Pacific has denied the Denver story that he goes from Ogden to Cheyenne, and that Anderson goes to Denver.

George J. Hatz, who has been master mechanic of the Chicago & Alton road has resigned to come to Omaha and be superintendent of the Union Pacific shops in place of the late Hamilton Stovel, who died last month.

V. G. Bogue, formerly chief engineer of the Union Pacific, now vice president and chief engineer of the Gould Western Pacific, says 275 miles of track have been laid to date, and sixty-two of the total 920 miles have been graded. Sixteen miles of track have been laid since January 1, 1908.

IT IS NOT A SHAM BATTLE

FIGHT FOR ENFORCEMENT OF NEW LAWS IN EARNEST.

IMPORTANT VICTORY NOW WON.

Recent Decision in Express Rate Cases Marks an Epoch in History—Time Required to Establish Validity of New Laws.

Lincoln, March 14.—When honest laws affecting the interests of powerful corporations are enacted, as was done by the last session of the Nebraska legislature, it is to be expected that they will not be complied with until every point of attack has been assailed and successfully defended. Dishonest laws—laws passed with the consent of affected special interests for the purpose of deceiving the public and temporarily quieting its unrest—are accepted without protest. Witness the old state board of transportation, whose authority was never questioned by the railroads until a serious effort was made to assert it, when the law was taken into court and found to be technically invalid.

That many recent laws are now pending in the highest courts of the state and nation is the best guarantee of the sincerity of their authors and the squareness of the men charged with the duty of enforcing them. After the slow-moving wheels of justice have finally established their validity the people will have something real and tangible in the way of results—not a hope-podge of worthless laws passed by corporation influence for the special purpose of being set aside in case they threaten to disturb established conditions.

Having provided a commission for the enforcement of laws to regulate common carriers, the legislature proceeded to pass an act creating and defining its duties. This law is recognized as one of the broadest and strongest railway commission laws in force in any state of the Union. It was supplemented by legislation such as the two-cent fare law, the Aldrich act, reducing freight rates 15 per cent on live stock, grain, etc., the act reducing express rates 25 per cent, an anti-pass law, an interchangeable mileage book law, and many other laws of a similar nature.

Some of these laws carried the emergency clause and became effective immediately. Others took the regular constitutional limit of three months, becoming effective July 5, 1907. On June 5 a protest was filed with the commission by certain leading companies intimating that the two-cent fare law and the maximum freight rate law were about to be attacked, and it was inferred that the favorite corporation weapon—an injunction from a federal court—would be selected.

The railway commission, acting in conjunction with the attorney general, forestalled this action on June 15 by filing a petition in the state supreme court for an injunction to prevent the railroads from putting into effect any other rate than that fixed by the Aldrich bill and to prevent violations of the anti-pass law, the two-cent fare law and the orders of the commission. The railroads promptly removed this case to the federal court, and the state responded with mandamus proceedings to compel the federal district judges to remand it to the state court. The final stage of the controversy will be reached next week in the United States Supreme Court at Washington, when the state's attorneys will make argument in support of their position. This case has attracted wide attention as one of the clearest and strongest presentations in history of the right of a state to enforce its laws through its own courts.

In the meantime the Aldrich law, the two-cent fare law and the railway commission law are in full force and effect, this suit being simply for the purpose of permanently establishing their validity.

On July 5, 1907, the very day on which the Sibley express rate bill became effective, the attorney general, by direction of the commission, filed a petition in the supreme court for an injunction to restrain the express companies from violating it. An attempt to remove this case to the federal court was made, but failed. The case was decided in favor of the state on the 5th of the present month in a decision which is recognized as of the highest importance by jurists everywhere. This ruling is a distinct triumph for the legal department of the state and a vindication of the course pursued by the railway commission. The right of the state to bring a suit in equity in its own courts to require obedience to its own laws is established, and it is believed will have an important bearing upon the railroad cases referred to above. The express companies are required to show cause, if any, at the next sitting of court, March 17, why an injunction should not be granted reducing rates established by law.

On September 9 the railway commission took up the question of fixing rates on grain and grain products, but when prevented from pursuing this investigation to a conclusion by a restraining order secured by the railroads. The restraining order was dissolved and the injunction denied by the United States district court at St. Paul, Minn., on September 26, but was carried up by the railroads to the circuit court of appeals at St. Louis, where it is now pending.

Other cases for the punishment of specific violations of the anti-pass law

To contradict certain talk and to put the consuming public in possession of the truth, we say in plain words that no one in this town can sell as good coffee as Arbuckles' Ariosa for as little money.

Misbranded and make-believe. Mocha and Java, or coffee sold loose out of a bag or a bin, is not as good value for the money, nor can it be sold at as narrow profit, nor reach the consumer under as favorable conditions.

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ARBUCKLE BROS., New York City.

the anti-discrimination law, etc., have been brought by direction of the commission, and a vigorous effort for the enforcement of new laws is being made all along the line. It is no discredit to the legislature which passed them; or to the men who are trying to enforce them, that the actual results of some of these laws have not yet been felt. The magnitude of the undertaking, and the results to be achieved are worthy of some degree of patience.

"Rome was not built in a day," neither can the existing order of things, which is the work of decades, be remodeled in a fortnight. The railway commissioners, the attorney general, and the other state officers are laboring zealously and systematically for the correction of long-standing corporate abuses. They have won every important point contended for thus far, and there is every reason to believe that the day of final triumph, when the real fruits of progressive legislation will be enjoyed, is not far distant. If supported by the people as they deserve, and permitted to carry their work to its proper completion, they will secure results of lasting benefit to every citizen.

Detman Gives Bond.

Bonesteel, St. Paul, March 14.—John Detman, a former Iowa sheriff who recently shot and killed a former sheriff of this county, George Taylor, at Fairfax, has given bond in the sum of \$70,000, the amount required by Judge E. D. Smith of Yankton, and his case will now come up in the district court April 28. Detman claims he acted in self-defense.

SKATE TO WORK.

Adults are Using Rollers in the Streets and Sidewalks Now.

Kansas City Star: And now the men are using the sidewalks for skating. Think of it! Full grown men buckling on their skates after dinner to come down town! Heretofore it was believed that the concrete was reserved solely for boys and girls. But that's past.

A Troost avenue car, southbound, was passing Fourteenth street at 6 o'clock last night when two men jammed firmly against the east windows of the forward vestibule, shouted simultaneously:

"A Six-Footer Skating Along."

"Well, for the pure—," they said, or words to that effect. They nodded toward the street—nodded, because they could not get their hands in position to point. Naturally everyone looked in the direction indicated, and what did they see? A man, a six-foot man, arrayed as one might expect to see a well-paid clerk arrayed high overcoat, swinging from his left arm, a cigar in his mouth, his hat tilted back, skating gracefully along the sidewalk going west.

As usual the Street Car Orator was aboard. "It's quite the customary thing now," he said to the astonished thirty in the vestibule. "Boys and girls no longer have a monopoly of sidewalk skating. That man probably is going to Convention hall or even out to the Coliseum for an evening's pleasure.

Straphangers Take Notice.

"I've noticed several men recently in the evening skating on the streets. And why not? You can skate to Convention hall or Westport before any street car could take you there, keeping on streets where there is little traffic. If you're not in a hurry the exertion is not great, you don't have to transfer and wait for cars and then stand or clutch a strap. You make your own time going and coming, better time than any ordinary street car makes. And you get pleasant exercise. No need to use cars if you own skates. It isn't hard to imagine father and mother and the children putting on their skates after the dishes

are "done" in the evening to roll down to a show or to some park to hear the music."

"Well, of all things," the woman with four bundles exclaimed, as she leaned against a man whom she'd never seen until she boarded the car.

"Yes, it is novel," the Street Car Orator said, "but we're living in a high pressure age, you know. 'Why, one night last week—'"

Just then the conductor called Eighteenth street and in the subsequent crush the story was lost.

Propitiated His Death.

Wayne, Neb., March 15.—Luther Peterson, the young business man of Wayne, who accidentally killed himself Thursday, made a prophecy a few days before his death that proved to be a true one. He recently introduced a family reunion at Red Oak, Ia., and a group picture was taken. When Peterson received one, he showed it to his business partner with the remark "That is likely to be the last time we will all be together."

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