

# SPORTS OF THE DAY

## Big Trainers Are Pleas'd.

Ben Lomond, Calif., April 23.—The much-talked-of "first" boxing bout which was pulled off between Jeffries and Berger seems to have pleased the big fellow's trainers by its results. To them the most satisfactory point developed was the excellent wind being shown by Jeffries. The wheezing and labored breathing which characterized his bouts on the stage has disappeared entirely.

Berger was enthusiastic. "He has improved a thousand per cent since I boxed with him last," said the manager. "The big fellow hardly seemed to breathe and in the clinches his strength was such that it was like wrestling a stone wall."

Jeffries himself wore a complacent smile after he had completed the bout, some rope skipping and bag punching. "I am in good condition right now," he declared, "and if you don't believe it I will beat Bob Armstrong playing handball to show you that I'm not tired," and he did.

Work on the gymnasium was commenced. The roof is to be taken off immediately above the ring, thus permitting fresh air and more light. Jeffries is expected to do some sparring every day from now on, but whether he will remain to be seen. The canvas on the floor of the ring will be stretched tighter, so as to prevent the slipping which hindered his foot-work.

## STILL AFTER BOOKMAKERS.

### New York Legislature Has More Anti-Racing Bills.

New York, April 23.—Racing men from all parts of New York state marshaled their forces for an attack on Albany today. At the state capital was scheduled a hearing before a senate committee on the Agnew-Perkins bills, designed to complete the work of last year's legislation in doing away with gambling at race tracks. Racing men insist that the passage of this further legislation will mean the stamping out of racing.

A large delegation of New York city turfmen and sympathizers, which journeyed Albany-ward early in the day, carried a number of amendments to the measure which they were prepared to submit with a view to making the bill less sweeping; so as to direct the legislation against the professional bookmaker rather than against the individual bettor. The New York delegation included accredited representatives from the automobile manufacturers, the hotel men, the wine importers and the breeders. All the metropolitan racing associations were well represented.

## Country Club Opening Friday.

On Friday, April 29, the Country club grounds will, provided that the weather permits, be turned into a great playground where a large number of club members and their friends will enjoy the day with games of all description.

The reason for this celebration is that next Friday is opening day at the Country club and already the amusement committee is picking out the expert golfists, tennis players and other athletes of the club to participate in the many contests which will be played on that day. A baseball team will soon be organized and fans who make up the club's membership will be among the star players. Not only will out-door games be resorted to. When dusk has settled over the Northfork, strains from an orchestra inside the clubhouse will furnish the music to those who enjoy dancing.

There are also fishermen among the members of the club who will probably be delighted with the news that many fish have been caught near the club grounds and that expert fishermen say many more abound these waters. This news and the report that a fishing contest will also play a prominent part in the contests scheduled for Friday will no doubt be of good cheer to those who are lovers of the rod and reel.

## KETCHEL IN GOOD SHAPE.

### Middleweight Champion Training for His Bout with Langford.

New York, April 23.—Stanley Ketchel was at work yesterday in "Nick" Muller's Woodlawn inn and he looked like a fine bit of a man. Stanley is getting in shape for his go with Sam Langford at the National Athletic club in Philadelphia on April 27, and he doesn't need much more shaping than he now has. His left hand, injured in that fight with Frank Klaus, is around nicely and his strength, speed and wind are just as they ought to be if he stepped into the ring today.

Ketchel gave an exhibition for the benefit of a crowd of fight fans, including Herr Carlo Winter, the man who introduced boxing in Germany. Ketchel lammed the punching bag, or as we call it in Mayo, the boxing bladder, to such good effect that he ripped over a left that cut it from its moorings and sent it over on top of Herr Winter's bald "conk" to the intense delight of the east side contingent. Then Ketchel walloped the sack of sand from Cow Bay that was sent to him by "Doc" Blomberg, who was

## ARE BOYS SETTING FIRES?

Chief of Police Marquardt thinks not. But the fourteen fires that have come to town in the past three and a half weeks have set a rumor afloat that some of these fires are traceable to mischievous youths. It is known to a certainty that the blaze in the shed at the W. S. Fox house on South Tenth street Wednesday night, which was discovered in time to be put out by neighbors, was started by boys.

Fortunately none of the fires have been very serious, but the high winds with the dry condition of things in general has placed the town in peril and if boys were found to be setting fires there's no doubt that public sentiment would demand the limit of the law for punishment.

## BURKE GIANT WINS.

Lyons, Neb., April 23.—Special to The News: In a wrestling exhibition at the opera hall here G. A. Taylor of Burke, S. D., won from Harry Lebbs of Beaver in two straight falls, getting the first in 15 minutes and the second in 34. It was the best exhibition ever seen here.

## WILL ASK FOR UPTOWN TRAINS.

The directors of the Norfolk Commercial club will ask the Northwestern to run trains uptown at Norfolk, as previously instructed to do at the quarterly club meeting and as petitioned by more than 500 business men and citizens of the city. Following a conference with a delegation from the newly organized South Norfolk Improvement League, the Commercial club directors yesterday afternoon announced that, while they regretted that their action should cause displeasure among any South Norfolk citizens, they felt obliged to ask for the improved train service.

Mr. Kendall, heading the South Norfolk delegation and chairman of the conference, stated to the directors, when their decision was announced, that he would not feel responsible for the consequences.

The conference lasted three hours. The directors of the Commercial club took the stand that the South Norfolk League certainly could not do justice ask that the city as a whole and the traveling public be deprived of a train service to which they are entitled. The Commercial club felt that no injury could come to anybody by reason of the petition to the Northwestern. The club regretted that their action seemed to displease South Norfolk, but felt obliged to carry the petition to the Northwestern, promising to do so in a dignified manner. The promise was also made that the South Norfolk League would be given opportunity to meet with the directors and consider any proposition that the Northwestern might make.

Yesterday's conference was held as the result of a communication from South Norfolk asking for a joint meeting. At the conference Mr. Kendall was selected as chairman. In a few well chosen remarks he stated the objections which the South Norfolk League has against the uptown train movement and a general discussion followed.

It was stated that should the uptown train service be secured, it would mean eventually the abandonment of the Junction depot, the headquarters building and the eating house and would inflict incalculable damage upon property in that part of the city.

## LETTER ASKING FOR CONFERENCE.

Following was the letter from the league which brought about the conference:

**Railroad Hall.**  
South Norfolk, April 20, 1910.  
To the Directors of the Norfolk Commercial Club:  
We, the committee of the South Norfolk Improvement League, after due consideration and discussion of your letter of April 19, as addressed to the petitioners protesting against the action of the Norfolk Commercial Club, in their endeavor to secure the movement of main line trains into Norfolk city depot, appreciate the good feeling expressed in your communication, and feel that you would not willfully, as you state, introduce any action detrimental to our interests.

We fully understand your position, and we see plainly the simplicity of your plan, but, in our opinion, you are positively wrong in your contention as to the plan being simple and as to the effect the re-arrangement of passenger train service would have on our interests. We assure you again that we DO stand for a bigger Norfolk and a better Norfolk, and we again assert that should you be successful in this movement it WOULD NOT result in the greatest good to the greatest number, but would result in the greatest good to the least number.

We are firmly of the opinion that if this matter is forced upon the North Western, it would ultimately lead to the abandonment of the Eating House and Headquarters, and to the abandonment of the depot at Norfolk Junction as now located. We, who are experienced in train service, fully and sincerely believe this statement, and we fully believe that you are asking for a PART of an object that is inseparable.

## WHO SPILLED THE INK?

City Engineer's Map of New Paving District is Ruined.

City Engineer Tracy is looking for the man who entered his office yesterday and threw several dirty bundles of hardware on his table, spilling a bottle of ink over the map of the new paving district which was just half finished.

The engineer had been working on the map for several days and was congratulating himself that it would soon be done and be delivered in first class condition into the hands of the city council at their next meeting. The engineer left his room for a moment and in the meantime a man with several bundles of hardware addressed to the water commissioner entered and threw them on top of the much valued map.

## TRAINS SHOULD COME UPTOWN

Owner of 200 South Norfolk Lots Favors Relief for Norfolk.

"I have 200 lots at the Junction," said a prominent Norfolk business man. "I did not pay any attention to the situation at the Junction until recently, when illness in my family necessitated visits from relatives from Omaha. When arriving at the Junction depot my relatives were without conveyance to the city, the train having been late and the cabs all gone. They were forced to telephone me at my house and I in turn had to telephone to the stables for a hack. They had to wait two hours at the Junction before they could come to the city.

"I was talking to a railroad man who lives at the Junction yesterday, who was very angry about the agitation to bring the trains uptown. He believed that it would decrease the value of his property. I, having 200 lots at the Junction, would suffer more than anyone else if that would be the case, but I do not believe it is. The trains should come uptown. I uphold every stand The News has taken in this agitation."

This quotation from one of the shrewdest business men in the city shows that not all South Norfolk property owners think uptown trains would harm them or decrease the value of their property.

## HOW FAR TO JUNCTION DEPOT?

It is Just 1.49 Miles From the Norfolk Postoffice.

And how far is it from the Junction depot to the business part of Norfolk? "The News has exaggerated that," said a Norfolk man.

The United States government says it is 1.49 miles from the postoffice building to the Junction depot. The government measures the distance to get the mail wagon route. George Kendall, temporary president of the South Norfolk Improvement League, is authority for these figures.

## SHE DIDN'T TIE THE HORSE.

But Carried the Rein Into the Store While She Shopped.

She entered a Norfolk department store grasping firmly a leather strap that trailed in her wake. Now and then she walked to the store entrance and looked out. Investigation led to the discovery that outside the store a little group of people were blocked on the sidewalk by a strap that ran across their path. After a time the woman, grasping the strap in her hand, left the store, her arms filled with bundles. She ran the strap through the rings on her horse's harness and drove away.

## HORSES \$1 A POUND.

Norfolk Man Buys a 2,000-Pounder for \$2,000 Check.

Horses \$1 a pound. E. Melcher, a Norfolk man, yesterday paid \$2,000 for a 2,000-pound Percheron stallion. He paid big figures for six other animals of the same kind. They weigh around 1,900 pounds apiece.

## SOCIETY

Pleasures of the Week.

Colonel Cotton and daughter, Mrs. Mathewson, entertained a small company at dinner on Wednesday evening in honor of Mr. and Mrs. Talcott Olney of Chattanooga, Tenn. Covers were also placed for Mr. and Mrs. D. Mathewson and Mr. and Mrs. J. S. Mathewson and daughter, Charlotte.

Mr. and Mrs. August Welch, prominent farmers living seven miles north-east of the city, celebrated their fiftieth wedding anniversary Monday evening. A large number of friends were present to help celebrate the event.

Mrs. A. Randklev, Mrs. A. M. Walker and Mrs. W. H. Blakeman entertained the Ladies society of the First Congregational church on Thursday afternoon in the home of Mrs. Randklev on Koenigstein avenue.

Friends and neighbors of Fred Ellenbrook, who left for Canada Tuesday noon, surprised him Monday night. Card contests were enjoyed after which refreshments were served.

Mrs. E. D. Perry was hostess to the ladies of the Degree of Honor at a Kensington on Friday afternoon. The hostess served very nice refreshments at the close of the afternoon.

The Ladies guild of Trinity church met with Mrs. J. G. Troutman on Thursday afternoon.

The ladies of the Baptist church met with Mrs. I. Nightengale Thursday afternoon.

## PERSONALS.

Mr. and Mrs. Talcott Olney of Chattanooga, Tenn., were guests in the home of Mr. and Mrs. D. Mathewson during the past week. Mr. and Mrs. Olney are taking their wedding trip.

Mr. and Mrs. C. D. Simpson returned from Harrisoning today and will be guests of Dr. and Mrs. Meredith a few days before going to their home in Boise, Ida.

Mr. W. G. Baker came up from Omaha last evening and will spend Sunday in Norfolk a guest of Mrs. W. N. Huse.

J. Walter Rose of Grand Island, manager of the best sugar factory at that place, was in Norfolk Thursday.

Miss Margaret Brown of Grand Island, Neb., visited with Mrs. O. R. Meredith on Friday.

Mr. and Mrs. Sol G. Mayer returned last evening from a two days' stay in Omaha.

Mrs. C. H. Reynolds visited in Omaha several days during the past week.

## COMING EVENTS.

The Ladies guild of Trinity church will have the annual birthday collection and luncheon at 1 o'clock next Wednesday in the home of Mrs. J. S. Lynde on South Ninth street.

## DEAF AND DUMB GRAFTERS.

Deaf Man Heard Telegraph Clicks, Dumb Man Said, "Thanks." A telegraph operator working on the sympathy of the merchants in this city, claiming he is deaf and dumb, has reaped a harvest here, showing letters from various business men who have donated to his fund. At the dispatchers' office at the Junction, however, he was "turned down" because telegraphers there, although believing he was an operator, did not believe he was very deaf, since he could read the clicks of a sounder.

Another graffer, while claiming to be deaf and dumb, said "thank you" to the amazed Norfolk merchant who had treated him kindly.

## NORFOLK IS NOW WAITING.

Action of Commercial Club in Making Request is Next Step. Norfolk people are now waiting for the Commercial club directors to present to the Northwestern railroad the request for uptown trains. A week ago last Thursday night the quarterly meeting of the club unanimously instructed the directors to take this action. Last Monday more than 500 citizens signed a petition asking for uptown trains. Thursday the directors declared they would take the action and Norfolk is now waiting for the action to be taken. No plans have been announced by the directors as yet.

## WE DON'T KNOW NORFOLK.

This Was the Curt Reply of a Train Porter to the Stranger. A well dressed stranger arriving at the Junction depot a few days ago inquired from the porter of the train from which he alighted: "Is this Norfolk, or what they call the Junction?" "We don't know anything here but the Junction," answered the porter, refusing further to give the stranger any information as to how he could reach the city. After due time the stranger was forced to inquire among other passengers and found that, having stayed around the depot too long, and the cabs having gone, he would have to telephone for some conveyance to bring him to town.

## HE KNOWS WHAT IT MEANT.

Norfolk Man is Acosted With Letter He Wrote to His Wife.

"I found this letter on the street. Do you suppose you could help me decipher some of the code expressions in it?" A Norfolk woman asked this question of a man. The man looked at the letter and decided he could translate it. It was one he had written to his own wife. The wife, burning old papers, had allowed this letter to blow away.

## ROSEBUDERS COMING AWAY.

According to District Deputy L. E. Hallsted of the Modern Woodmen of America, many hundreds of Woodmen will be in Norfolk May 25 to participate in the big rally which takes place on that date.

Mr. Hallested is here to stay until the rally day is over and he has plans under way that will make the meeting the largest ever seen in the middle west, he says.

A letter from Tripp county, S. D., through the Lincoln headquarters asks that the South Dakota Woodmen be allowed to participate in the rally. The letter states that fully 1,000 Woodmen from the Rosebud with brass bands will attend the meeting. A large number of good speakers are scheduled to deliver addresses. It is planned to initiate 500 members.

## HERE'S A RAILROAD IDEA.

Norfolk Man Thinks Burlington Might Build From Randolph.

"I have a railroad idea for Norfolk that is feasible," a Norfolk man said. "I believe the Burlington could be induced to build a line from Randolph to Norfolk. The distance is but a few miles and such a line would give that company a connection into the twin cities which would be desirable on account of grain for those points."

The Burlington runs through Randolph from Sioux City to O'Neill.

## WROTE OWN WEDDING VOW.

But Baldwin Deceived Her, Mrs. Turnbull Says.

New York, April 25.—In a finishing school in this city is the pretty 16-year-old miss, who, through her mother, is the claimant for a five million dollar slice of the twenty million dollar estate left by the late Elias Jackson Baldwin, better known as "Lucky" Baldwin, the California turfman. She is Beatrice Turnbull, the daughter of Mrs. Lillian A. Turnbull, wife of Dr. William Barrett Turnbull of Boston and, according to the claim of the mother, "Lucky" Baldwin was her father.

The Turnbulls have lived quietly in their beautiful home in Brookline, Mass., and have moved in good social circles there. The girl was legally adopted by Doctor Turnbull as his daughter not long after his marriage to Lillian A. Ashley. Mrs. Turnbull, through her lawyer, Walter B. Grant of Boston, has made public the story of the claimed love affair between the rich turfman and of a marriage agreement in San Francisco which made her the common law wife of "Lucky" Baldwin.

In the way of evidence Mrs. Turnbull, who was Miss Lillian A. Ashley of Royalton, Vt., a daughter of William Ashley, who had a stock farm and conducted a lumber business there, declared that Beatrice was born in Los Angeles and at the city hall there can be found on file the usual birth certificate, which reads: "Born at 129 South Olive street, Los Angeles, December 7, 1893, a girl; mother's maiden name, Lillian A. Ashley; father's name, E. J. Baldwin. Dr. J. W. Truworthy, attending physician."

"Either on March 2 or 3, in 1893, at the Baldwin hotel in San Francisco," said Attorney Grant, "Miss Ashley and Mr. Baldwin entered into a common law marriage. Miss Ashley had been a guest at the hotel for several days and they had known each other for several years.

"On the eve of his marriage Baldwin told Miss Ashley he was a divorced man, that he loved her very much and wanted her to become his wife. Miss Ashley consented and then Mr. Baldwin told her that he would like to keep the marriage from becoming publicly known. Baldwin told her that under the California law a separate writing, signed by each party, stating that they took each other for man and wife, was as legal as any other form of marriage, which was true.

"Mr. Baldwin, on the stationery of his hotel, then drew up these agreements, signing himself the one which you read. I hereby take Lillian Ashley as my wife."

"Miss Ashley learned that Baldwin had deceived her and that there was a living, undivorced Mrs. Baldwin. She accused him of the deception and he admitted it. This was about six weeks after the making of the marriage agreements in San Francisco. Of course, Miss Ashley immediately left Mr. Baldwin, but asked him to provide for her. This he refused to do unless she would come back to live with him. Miss Ashley came to Boston and consulted with the late secretary of the navy, John D. Long, after which she returned to Los Angeles, where the little girl was born.

"Miss Ashley then went to New York city, where she supported herself and baby by opening a school for teaching girls manicuring and hair-dressing.

"While in New York Miss Ashley met Doctor Turnbull and they were married there."

## HENRY WATTERSON'S ALARM.

Another Editorial on the Popularity of Colonel Roosevelt. Louisville, April 25.—In answer to criticisms of his recent editorial on the far-reaching influence and significance of Roosevelt's personality Henry Watterson in the Courier-Journal says:

## NOTHING SEEMS SURE THAN THAT.

Nothing seems surer than that, long before the opening of activities of the pre-election campaign of 1912, the personality of Theodore Roosevelt will have taken possession of the field as quite the leading figure upon it. It will then be too late disinterestedly and dispassionately to discuss the possibilities and portent of his election. Men and newspapers will have taken their stand. They will listen to nothing which does not flatter their view.

All the tomfoolery about Caesarism, as they call it, wherewith the Courier-Journal stands charged, will become the common vogue of one side; all the contempt with which the Courier-Journal's modest questions are treated by the timid, the indifferents and the unseeing will become the common vogue of the other side. The voters looked like shuttles between two battle-rooms. Can any harm follow looking a little ahead? Shall we never be able to contemplate a serious political question without excitement?

Frequent reference is made to the case of general Grant. It is indeed a striking and a fruitful example. The premature explosion of the third term scheme in 1874-75 drove it to cover in 1876. Mr. Blaine and other ambitious republican leaders took excellent care of that. Having access to the darkened chambers of the party household, they found the means, without themselves appearing upon the scene, to smoke the secret out. The lower house of the Forty-fourth congress went the length of passing a resolution reasserting its fidelity to the tradition established by Washington, maintained by Jefferson and confirmed by Jackson.

The people were not so busy money-getting that they stopped thinking those days. But in 1880, when Grant had made a tour around the world, attended by no such pomp and circumstance as now attend Roosevelt, and had returned triumphant home, he obstructed and delayed his pilot, then launched with no less a pilot than Roscoe Conkling, and what happened? Truth to say, there proved to be a good deal of republicanism in the republican party.

## A BUTTERINE DECISION.

Certain Colorings Can be Used and Not be Called Artificial.

Chicago, April 25.—A decision by Commissioner of Internal Revenue R. E. Cabell made known through Colonel C. H. Ingram, internal revenue agent in Chicago, will have a wide effect on the butter and oleomargarine throughout the United States. Certain materials such as peanut and mustard oils, now being used to color oleomargarine, according to the commissioner's ruling, if used in quantities sufficient to make them a constituent part of the product, cannot be considered as producing artificial coloration and therefore cannot be subject to the government tax of ten cents a pound. It is not improbable that Mr. Cabell's ruling will result in the complete abolition of "moonshining" in the coloring of oleomargarine and the government may have to be satisfied with one quarter of a cent a pound tax on much of the colored products.

## NORFOLK MADE A FIGHT.

T. P. A. Boys From Here Gave Lincoln Club For Next Convention.

Grand Island, Neb., April 25.—The first session of the sixteenth annual convention of the Travelers' Protective association, division of Nebraska, was called to order with the largest attendance at the first session ever experienced—nearly 200. The association has shown from the reports of the officers to have made a splendid growth in the last year. It has a total membership of 1,572, a gain of 167 for the last year. The sum of \$17,000 was distributed, \$7,230 being paid in indemnities.

The following officers were elected: President, L. P. Utterback, Nebraska City; vice presidents, H. T. Folsom, Lincoln; F. B. Castle, Hastings; M. B. Webster, Kearney; and C. R. Ridenour, Holdrege; secretary-treasurer, Charles L. Hopper, Omaha; directors, J. B. Cunningham, H. H. Cofford, J. W. Sink and S. S. English; chairman railroad committee, W. G. White, Fremont; chairman legislative committee, W. C. Alexander, Hastings; chairman hotel committee, Ed Ewel, Grand Island; press committee, John Cory; employment committee, A. C. Chase; chaplain, A. V. Whiting.

Sixteen delegates to the national convention were chosen. A sharp division on the location of the next convention resulted from a discussion of the relative merits of Lincoln and Norfolk. A recent letter by Mayor Lovewell offering any traveling man a reward for pointing out a place where liquor could be secured at Lincoln was read and caused offense among a number of the members. It was urged, however, that the communication be ignored. On the vote, Lincoln secured 61 and Norfolk 41. The Omaha and Grand Island delegations split their vote. Fremont, Beatrice and Nebraska City went solidly with the Lincoln men. A resolution condemning any morals most proposition was adopted.

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