

that the freight rate could not be figured by a person without reference to distance schedules and other forms kept on file. Mr. Meserve, state treasurer, asked a number of questions which had the appearance of an endeavor to tangle up the witness or induce questions favorable to the defendant. Attorney Free interrupted him with a flippant remark and Meserve stated that he asked the questions purely as a matter of information and wanted no slurs cast upon the board. He stated that he kept a public office and that the records over which he presided were open to public inspection. His comparison was to the effect that if the schedules of the railroad company were accessible to the company that should be sufficient as it was in regard to his office. The board expressed a desire that the hearing should be hurried along, as much time was being consumed in remarks on this point. They were assured that other points would be brought out in due time but it was considered necessary that they should know all relating to each complaint. Other roads kept posted a tariff from which rates to and from any point can be readily figured and have it in a canvas book which is open to inspection at all times and for any length of time. An effort was made to show that other depots were more remote and that the schedules would not be destroyed owing to this fact. Different persons had gone to the union depot to get rates and were unable to do so promptly and conveniently. Mr. Meserve thought that the quickest and easiest way to get rates would be to ask the agent. It was admitted that this was the usual method employed but that this was not in compliance with the letter and spirit of the law. The other complaints were passed over quickly until section 8 was reached when some interesting testimony and remarks were brought out. Mr. Johnson's testimony went to substantiate the complaint made in this section. On inquiry from the board he stated that the line ended at the depot but that the tariff sheet considered Hope the last station on the road. This is a switch in the country near the asylum about two and one-half miles northeast of the city. The train does not stop there or unload freight usually but runs on into Norfolk, to which there is no published rate. The road has trackage rights to the Junction. The road will not carry freight from Omaha to Norfolk and Mr. Johnson sarcastically remarked that Hope was considered as a city but the company didn't appear to know Norfolk. The 9th article in the complaint was then taken up and Mr. Johnson introduced two letters, one written by Mr. C. G. Sowers in which he stated that his house had booked an order for a dozen chairs to be shipped to Norfolk by the defendant. The Omaha agent refused to receive them for shipment and they were sent by the Elkhorn. Mr. White wanted to know if it was the desire to pay freight via the M. & O., a distance of 142 miles when it could be shipped in 119 miles. Mr. Johnson replied that they refused to ship at any rate. Another letter was in reply to an order sent by S. Faesler to Paxton & Gallagher. The order was to ship over the M. & O. or cancel the order. The letter stated that the shipment had been refused by the defendant and the order was cancelled. Mr. White said he had received information that the company was now receiving freight in Omaha for shipment. Mr. Johnson thought the order must have been very recent. Mr. Johnson then introduced as evidence some freight bills received from shipments on the 6th instant. In introducing this testimony he said that four shipments of 100 pounds each had been hauled to South Sioux City. These were of like class and were shipped under the same rate. The shipments were made by the Lindholm company and consisted of woven-wire bed mattresses. One shipment was made to Florence, another to Hartington, one to Lincoln and the other to Norfolk. The haul of 71 miles to Norfolk was made for 46 cents, that to Hartington, 69 miles was 38 cents and to Florence, 116 miles was 42 cents. There were no competing lines to these towns and in proportion the rate to Norfolk should be about 30 cents. Mr. White endeavored to question Mr. Johnson when Mr. Free interrupted him in a rather boyish manner, whispering to the witness, etc., and Mr. White returned to his seat. This called Attorney General Smyth to his feet with the statement that the board wanted this investigation conducted in an orderly and gentlemanly manner and he for one was ready to adjourn the meeting if a proper degree of decorum was not preserved. He didn't want boy-play and he called on Mr. Free as an attorney to know if he thought it proper to whisper to a witness on the stand. He said he was certain that the exhibition did not represent the wishes of the business men of Norfolk and the statement was liberally applauded. Mr. Free begged the pardon of the board stating that he did not mean to give offence and refrained from further interruptions. Mr. White then questioned the witness very minutely and wanted information as to whether or not the rates were not

just when considered from short haul distances and to meet competition both out of the state and in. He endeavored to show that the rate to Florence was affected by the shorter haul on the east of the river and the rate to Hartington by the Short Line haul. He also sought to show that the other rates quoted were justifiable. He succeeded in bothering Mr. Johnson some, but in the main that gentleman held his ground well. In reference to the Hartington rate he said that the present rate was in vogue before the Short Line was built. Mr. Johnson stated that the Norfolk business men would be satisfied with the treatment accorded other towns and cities similarly situated. Norfolk is within 75 miles of the river and if it could have the rates accorded Lincoln, Fremont and even Columbus it would be satisfactory. The desire was to make this a distributing point and it could not be done under the present rate. The witness was interrupted by Mr. Smyth and Treasurer Meserve and acknowledged in reply to some rather confusing questions that the rate should perhaps be fixed at what would be a reasonable charge for the service and not those fixed by competing lines in other portions of the state. The action of members of the board brought N. A. Rainbolt to his feet and he in language both eloquent and forceful told them what he considered their duty. They were elected as public servants and paid as such and their duty was not to come here and ask for a complaint nor for testimony. Nor is it their duty to come here for the purpose of confusing boys by asking confusing questions. Their effort should be to discover if these are wrongs and to rectify them. He thought that the board should see to it that the same charges should be made by the same railroads confronted by the same conditions. He didn't want this investigation to end in a farce as the previous one conducted by the secretaries had done, and which was very disgusting to him. He wanted justice for Norfolk and only that. Mr. Meserve attempted to interrupt him but Mr. Rainbolt held the floor to the end of his lecture and when he sat down was roundly applauded. In referring to Section 12 Mr. Johnson said that papers and mail from Omaha were received over the M. & O. line two hours earlier than over any other route and concluded that freight thus delivered would be a great convenience to merchants. He claimed they are often put at a disadvantage because such delivery is not made. Freight was hauled through Hope and Norfolk, transferred to the Creighton branch and hauled north but could not deliver here. Was often dumped out on the platform at the Creighton depot. Mr. Matrau interrupted to state that the freight was not dumped out on the platform but was received in the Omaha car and side tracked here. On cross question he admitted that much of it was dumped on the platform. In discussing section 13 in regard to an unlawful pooling combine, R. B. Weller, manager of the Chicago Lumber Co., was called to the stand. He stated that in conversation with Mr. Juneman some time ago, that gentleman stated that in former times pools had existed, whereby the road carrying the freight received 60 and the competing line 40 per cent of the proceeds. He also stated that in conversation with Lyman J. Sholes, division freight and passenger agent of the M. & O., that gentleman had hoped that the time would come and arrangements made whereby his road might haul freight from Omaha to Norfolk. At this point the board adjourned for supper and met again at 7:30, when the firemen's hall was crowded with business men and others interested. Mr. Weller was again called to the stand to prove that the M. & O. line runs into Norfolk. He stated that the property on which his yard stood was rented of that company and as that is located southeast of the depot the conclusion was that the line ends in Norfolk and not at Hope siding. Agent Juneman was on the stand and testified as to the time of the freight train between Omaha, Emerson and Norfolk. His testimony further went to show that there were no regular freight shipments received from Omaha. He stated, however, that he had received a keg of nails billed to John Friday that day, but questioned in regard to the charges he didn't know what they were. Mr. Friday went and secured the bill which showed 32 cents charges. He thought that was the first freight shipment he had received via the M. & O. In regard to the statement of Mr. Weller, Mr. Juneman said that in a conversation with Mr. Weller some time ago he had explained that prior to the going into effect of the interstate commerce law pools had existed. Mr. Juneman explained that at that time he was railroading in Colorado and he had no reference to conditions in Nebraska, of which he knew nothing, and only knew of the existence of pools through public rumors. As a railroad agent he never had such information officially. The witness was asked by Mr. Johnson as to what the tariff rate was between South Sioux City and Columbus or Albion. He said that he couldn't tell without procuring tariff sheets and when he went after them Mr. Johnson

stated that as he had received them they were 50 cents to Columbus, a distance of 125 miles, while the rate to Norfolk was 42 cents, giving for the haul from Norfolk to Columbus, 60 miles, 8 cents. This seemed to impress the board more than any testimony yet given. W. H. Dexter was called and stated that Paxton & Gallagher of Omaha had established a distributing warehouse here in 1883 and he took charge of it in 1884. They did a large and growing business until the fall of 1885 when the firm withdrew from the territory, the main reason given was on account of a discriminating freight rate. They handled a territory east to West Point, west to the end of the line, the Creighton branch and toward Sioux City. The house held its own in competing with Sioux City, Fremont and other jobbers. The bulk of their goods were shipped over the Union Pacific. Since then three different men had endeavored to establish distributing points, but were unable to do so. He recited the experience of James Hamilton in the hide business, who was compelled to remove to Sioux City as he could not ship from here. He thought the rates were cheaper now than they were then and if Norfolk was put on the same basis as Fremont, Lincoln and Columbus could yet do business. W. H. Blakeman, general agent of the Piano Manufacturing company, stated his house had no chance to open a distributing point here. Had reason to believe that with reasonable rates his company would do so. In a cross fire about freight rates Mr. Blakeman was somewhat disconcerted by A. K. Merchant. Mr. Weller and Mr. Johnson on one side and Mr. Merchant and Mr. White on the other had a lively discussion in regard to freight rate discrimination in its various phases, while the members of the board occasionally interrogated the speakers to learn what they knew of the matter. This conversation included many figures which the reporter was unable to catch, but they all tended to show that Norfolk was discriminated against as a distributing point. The statements proved that a jobber attempting to handle business from Norfolk would be out his freight from Norfolk to point of destination, as it could be more cheaply shipped direct from Omaha. The statement was elicited from Mr. Johnson that all points as favorably located as Norfolk should receive like treatment and one of the railroad men asked if Norfolk would be benefited, providing other towns had like facilities. Mr. Johnson thought it would. The members of the board seemed to have arrived at a decision and Treasurer Meserve made the motion that an order be made establishing the rate of 35 cents a hundred between South Sioux City and Norfolk. In seconding the motion, Attorney General Smyth wished it understood that this was a tentative order and that the railroad representatives would be given an opportunity to show cause why this order should not go into effect, and said that both sides to the controversy would be given an opportunity to appear. Mr. Johnson thought that such a rate would be satisfactory and the motion was put to a vote and carried. Another motion was made that the M. & O. line be ordered to accept Omaha freight destined for Norfolk and the motion prevailed unanimously. On the question of ordering a tariff published and posted between South Sioux City and Norfolk there was a question of jurisdiction on the part of the board and the matter was taken under advisement, the attorney general stating that he would look the matter up. The board then stood adjourned. Summons by Publication. Ollie M. Foxworthy Plaintiff, vs. George Foxworthy Defendant. To George Foxworthy non resident defendant: you are hereby required to take notice that on the 6th day of February, 1900, the plaintiff filed her petition in the district court of Madison county, Nebraska, against you, setting forth that you have been wilfully absent from her for more than three years last past without any fault or provocation on her part. That being of sufficient ability to provide for, support and maintain her, you have wantonly, grossly and cruelly refused and neglected so to do she prays that she may be divorced from you, and be restored to her maiden name of Ollie M. Wade and for general equitable relief. You are required to answer said petition on or before the 19th day of March, 1900. Dated February 6, 1900. OLLIE M. FOXWORTHY, By Barnes & Tyler, Her Attorneys. The Cardinal Points. In favor of the Nickel Plate road are safe and easy roadway, fine trains, luxurious equipment and fast time. These combined with a solid through vestibled sleeping and dining car service make the Nickel Plate road a desirable route between Chicago, Ft. Wayne, Cleveland, Erie, Buffalo, New York, Boston and all points east. The traveling public already know that the rates via this road are lower than other lines. Cure And Treatment Of The Sick. Dr. Humphreys' Specific manual on the treatment and cure of the sick mailed free on request. Address Humphreys' Medicine Co., New York.

FRIDAY FACTS. Asa K. Leonard is in Omaha. E. M. Yeaton of Lyons was in the city yesterday. H. F. Barnhart of Pierce is a business visitor in the city today. F. C. Dryer of Grand Island is a business visitor in the city. W. R. Hoffman went to Wakefield this afternoon on business. Ed Cropper and A. O. Cuplin were over from Warnerville last night. J. C. Robinson, an attorney of Hartington, was in the city over night. Attorney Guy R. Wilbur of Wayne transacted business in Norfolk yesterday. Miss Emma Miller, who clerks in Beeler Bros.' store, is laying off on account of sickness. Henry Owen, who returned from Sydney Tuesday, left last evening for Chadron, to look after other railroad contract work. Mr. and Mrs. S. A. Barnes leave tomorrow for Ashland, Oregon, and if they like it they will make that place their home in the future. C. E. Rouse goes to the Bega school house this evening to give a phonograph entertainment under the auspices of Rev. W. H. Eaton's mission. V. B. Nethaway called at THE NEW office this morning and entered a general denial of the statement that he had caused the arrest of anyone for gambling. Henry Schmude, who returned from Ames Tuesday, where he has been working in the sugar factory, went to his home in Grand Island yesterday, accompanied by his wife. Dr. H. J. Cole left today for Morgantown, West Virginia, to attend a reunion of his family. He expects to be absent until the first of March and in the meantime his dental office will be closed. The cold snap of yesterday and the day before thickened up the ice to about 10 inches on the Northfork. Geo. Stalcoop intends to begin cutting again tomorrow, and will work above the creamery. L. L. McKim, who is now employed by the Omaha Bee, is home for a visit. He has charge of the circulation of that paper at towns along the Elkhorn from West Point to Neligh, on the M. & O., as far as Emerson and along the Creighton branch. Fred Schwede and Miss Martha Gaul were united in marriage yesterday at high noon by Rev. J. P. Mueller at Christ Lutheran church. Immediately following the ceremony they repaired to their home south of the city, where the event was celebrated. They will at once go to keeping house. North Nebraska Eagle: A misplaced comma got a Greeley county (Kan.) paper into a peck of trouble. The Journal in question recently published an item in which the following sentence occurred: "Two young men from Leoti went with their girls to Tribune to attend the teachers' institute, and as soon as they left the girls got drunk." The comma belonged after the "girls" and the latter are making it hot for the editor. Jay, the son of Mr. and Mrs. L. J. Speck, died at the home of his parents in this city at 8:30 last evening, of acute diabetes, in the 11th year of his age. He had been sick for a long time but not until Monday night did the disease assume a serious phase, and then the end came all too soon. The funeral will be held tomorrow afternoon at 2 o'clock from the house, Rev. W. H. Eaton of the Baptist church conducting the services. Chas. Harding is arranging to go into the creamery business in Omaha. He has leased a large cold storage building to be used in connection with the new plant, and is erecting a building for the machinery. At Omaha he will be in a better position to handle his product than here and will have a larger territory in western Iowa and eastern Nebraska to draw from. His friends in this city will wish him unlimited success in his new venture. W. H. Butterfield of this place is backing up his faith in the country with his money, having lately invested in another large ranch, of which he already owned several. His latest acquisition is what is known as the Sattler ranch, comprising 800 acres adjoining the town of Osmond in Pierce county. Of this tract 640 acres were purchased from Conrad Wagner and 160 acres from Herman Sattler. This is said to be one of the finest bodies of land in Pierce county and will make a valuable addition to Mr. Butterfield's large real estate interests in north Nebraska. The amusement loving people of this city, are looking forward with a great deal of pleasure to the coming engagement of Otis Skinner. Otis Skinner is one of the most magnetic actors as well as one of the greatest favorites now before the public. He will present the comedy by Henry Arthur Jones entitled "The Liars," which has been praised by the great critics of the London and American newspapers. Seats for this attraction, which are on sale at Leonard's, are going rapidly, and it is predicted that the Auditorium will be crowded on Monday evening. F. F. Caruthers, state secretary of town work of the Y. M. C. A., stopped

here on his return from the west where he organized three associations. By the request of the committee he came to Norfolk to look over the work of the Y. M. C. A. He expressed himself as very much pleased with the progress made and stated that as soon as the league was self-supporting it will be organized as a Y. M. C. A. proper. While the local organization is now classed as an infant, he thinks it is a pretty hearty looking boy and almost of a development sufficient to entitle it to wear men's clothes. Mrs. Elizabeth Krantz died at the home of her son, Fred D. Krantz, two and a half miles southwest of the city, at 10 o'clock this morning, aged 73 years, 1 month and 1 day. Monday evening the lady was stricken with paralysis of the right side, and gradually grew worse until this morning when her soul went to join that of her husband, who passed away on the 15th of August, 1898. Mrs. Krantz has been a resident of this section about 33 years, having removed here with her family in June, 1867. The funeral will be held at Christ Lutheran church tomorrow at 2 o'clock p. m., the procession leaving the house at 1 o'clock. Mrs. Krantz leaves seven children to mourn her loss, the sons being Fred and John of this city, and the daughters, Mrs. Minnie Gregerson of Oregon City, Oregon, Mrs. Ellen Morry of Liberal, Oregon, Mrs. Henry Fritz of Gordon, Nebraska, Mrs. Tillie Priest of Battle Creek and Mrs. Annie Mallory of Norfolk. Wayne Republican: The Philippine collection at Epler's has attracted a great deal of attention of late. It was sent by Judge Norris who evidently has an eye for the beautiful. There are beautiful dress patterns of the famous and delicate Pina cloth as sheer as chiffon and said to be very durable; beautiful handkerchiefs of finest linen embroidered in intricate designs by inmates of the convents there, an elegant crepe shawl heavily embroidered and fringed and other beautiful pieces of work on Pina cloth. Then there is a diminutive hut, a fac simile of the ones lived in by the natives, but above all are the samples of rare woods that are to be found in abundance on these islands and which will prove a source of great revenue to the United States in time to come. Woods, dark and light, that will take the highest polish. In everything in the collection there is not the least sign of crudeness and the needle work is as fine as any ever exhibited in the most civilized country. The facilities of the Louisville & Nashville railroad for handling tourists and travelers destined for all points in Florida, Cuba, Porto Rico, Central America, or for Nassau, are unsurpassed. Double daily lines of sleeping cars are run from Cincinnati, Louisville, Chicago and St. Louis through Jacksonville to interior Florida points, and to Miami, Tampa and New Orleans, the ports of embarkation for the countries mentioned. For folders, etc., write Geo. B. Horner, D. P. A., St. Louis, Mo. A Peerless Trio. Of solid through express trains daily via the Nickel Plate road between Chicago, Ft. Wayne, Cleveland, Erie, Buffalo, New York City, Boston, and intermediate points. Service and equipment among the best, rates lower than via other lines. The shortest route between Chicago and Buffalo. Uniformed colored porters attend the wants of passengers in day coaches. To Be Prepared. For war is the surest way for this nation to maintain peace. That is the opinion of the wisest statesmen. It is equally true that to be prepared for spring is the best way to avoid the peculiar dangers of the season. This is a lesson multitudes are learning, and at this time, when the blood is sure to be loaded with impurities and to be weak and sluggish, the millions begin to take Hood's Sarsaparilla, which purifies, enriches and vitalizes the blood, expels all disease germs, creates a good appetite, gives strength and energy, and puts the whole system in a healthy condition, preventing pneumonia, fevers, and other dangerous diseases which are liable to attack a weakened system. "Strike For Your Altars and Your Fires." Patriotism is always commendable, but in every breast there should be not only the desire to be a good citizen, but to be strong, able bodied and well fitted for the battle of life. To do this, pure blood is absolutely necessary, and Hood's Sarsaparilla is the one specific which cleanses the blood thoroughly. It acts equally well for both sexes and all ages. Humor - "When I need a blood purifier I take Hood's Sarsaparilla. It cured my humor and is excellent as a nerve tonic." Josie Eaton, Stafford Springs, Ct. Hood's Sarsaparilla Never Disappoints. Hood's Pills cure liver ills; the non-irritating and only cathartic. Take with Hood's Sarsaparilla.

SATURDAY SIFTINGS. Dr. J. H. Mackay left for Chicago today. Miss Ruth Matrau went to Fremont today. Mrs. Fred Busch of Creighton was shopping in the city yesterday. Matt Tinley of Council Bluffs will spend Sunday with friends here. Mrs. H. J. Heck of Hoskins was a city visitor yesterday afternoon. A new baptismal font has been placed in the Christ Lutheran church. Odella, the adopted daughter of Mr. and Mrs. Anton Bacholz, is very sick. Chas. Springstube of Kalamazoo, this county, is in the city laying in supplies. Mrs. H. McBride returned last evening from a visit with friends in Plainview. Martin O'Meara and Elmer Biggs are home from Ames, where they worked in the sugar factory while it ran. F. G. Coryell is home from a business trip to Chicago. While there he was appointed general agent for the Champion binder in this territory. Mayor Horst of Madison has issued an order removing all slot machines from Madison owing to the fact that children and those who should use the money for their families put it into slot machines. Chas. Jauch of Bazile Mills was in the city this morning with a car load of young cattle which he was taking home to fatten. On Tuesday he went to Sioux City with a car of fat cattle which he sold and bought the young ones. The long expected new switch board has been received at the telephone office, and Superintendent Storrs of Omaha will be here this evening to put it in. The new board will accommodate 270 wires, about 100 more than are in use now. No serious trouble is anticipated in filling the board. Mrs. O. M. Foxworthy has sold the Bon Ton restaurant to Geo. M. Dudley, who will take possession on the 20th of the month. Mrs. Foxworthy will go to Fremont county, Iowa, to visit her mother for a time, but expects to engage in the restaurant business or similar occupation in the near future. The funeral of the late Mrs. Krantz will be held tomorrow afternoon instead of today, as was erroneously stated yesterday. The procession will leave the house, two and a half miles southwest of town, at 1 o'clock and the funeral will be held at Christ Lutheran church at 2 o'clock, conducted by Rev. J. P. Mueller. Quarterly meeting will be held at the M. E. church tomorrow. The pastor will preach in the morning and administer the sacrament of the Lord's supper. Dr. Sission, presiding elder, will preach and hold revival services in the evening. There will be a love feast at 6:30 p. m. The revival meetings will continue during the week, Dr. Sission assisting. The remains of Arthur C. Sims, who died of fever in the Philippines arrived in Madison Thursday and will be buried tomorrow, funeral services being held in the opera house at 2 p. m. The remains of Sergeant Arthur H. Vickers and Corporal Walter M. Riley are on the way. The parents of the three soldier boys have decided to bury all three bodies in one lot in the Ciasen cemetery and the people of Madison will subscribe to a fund to erect a suitable monument over the graves. One kind of prosperity has struck this community within the week which cannot be denied even by the most ardent populist. On Wednesday a boy came to the home of John Nichols; on Thursday there was a new boy at the home of Emil Wacher, living north of the Sugar factory; the same day the eighth son came to the home of John Raasch, also living north of town. A letter from St. Louis announces the arrival of a son at the home of Mr. and Mrs. P. F. Collins. Mrs. Collins was formerly known in Norfolk as Miss Rose Madsen. The Eminent Kidney and Bladder Specialist. There is a disease prevailing in this country most dangerous because so deceptive. Many sudden deaths are caused by it—heart disease, pneumonia, heart failure or apoplexy are often the result of kidney disease. If kidney trouble is allowed to advance the kidney-poisoned blood will attack the vital organs, or the kidneys themselves break down and waste away cell by cell. Then the richness of the blood—the albumen—leaks out and the sufferer has Bright's Disease, the worst form of kidney trouble. Dr. Kilmer's Swamp-Root is the new discovery is the true specific for kidney, bladder and urinary troubles. It has cured thousands of apparently hopeless cases, after all other efforts have failed. At druggists in fifty-cent and dollar sizes. A sample bottle sent free by mail, also a book telling about Swamp-Root and its wonderful cures. Address Dr. Kilmer & Co., Binghamton, N. Y., and mention this paper. The Discoverer of Swamp-Root at Work in His Laboratory.