## THE NORFOLK NEWS: THURSDAY, JULY 12, 1900.

## The Norfolk News

W. N. HUSE, Publisher.

DAILY. Established. 1887."

Every day except Sunday. By carrier per eek L cents. By mail per year \$6.00. WEEKLY. Established, 1881. Every Thursday. By mail per year \$1.50.

(Entered at the Postoflice at Norfolk, Neb. Class matter. Telephone No. 22

## REPUBLICAN TICKET.

National.

For President- WILLIAM MCKINLEYOhio
For Vice President- THEODORE ROOSEVELT
State.
For Governor-
CHARLES H. DIETRICH
For Lieutenant Governor-
E. P. SAVAGECuster
Pos Connets ry of State-
GEO. W. MARSHRichardson
Brown When the state of the sta
WILLIAM STEUFFERCuming
For Auditor- CHARLES WESTON
For Attorney General- FRANK N. PROUT
For Land Commissioner- GEORGE D. FOLMER
For Superintendent of Public Instruction- W. K. FowLER
Presidential Electors Presidential Electors Brown L. JACOBRON JACOB L. JACOBRON JOHN J. LANGER
Congressional.
For Congressman, Third District- JOHN R. HAYS
Judicial.
For Judge, Ninth District- J. F. BoydAntelope

Norfolk will be highly honored should the hero of San Juan visit here and the people will see to it that he is greeted by a demonstration, the like of which was never before beheld here.

The Dietrich campaign buttons are becoming very numerous and the opposition view them with envious eyes, because of their indication that the state is to be redeemed from "reform" machinations this fall.

The national gold democratic committee is to meet in Indianapolis on the 25th and will undoubtedly take steps toward putting a ticket in the field. It looks as though the attempt to straddle at Bryan's convention was very much of a failure viewed from both ways.

John R. Hays is gaining in popularity and votes in this congressional district each day and when the returns of November are received it will be found that the district will be represented by a republican and will be in a position to receive favors from a republican congress.

Ex-Governor Hoadly of Ohio an-

resented principles somewhat apart from democracy must feel rather disappointed. He gave convincing evidence that he was speaking the truth when he used his influence to throw his strength to Stevenson at Kausas City.

Stevens is a populist-Weaver of Iowa has demonstrated that fact. He is also a democrat-a fact that was demonstrated by his election with Cleveland in 1892. He is also a friend of labor-Weaver said so. He is also a friend of capital-as it was under his and Cleveland's administration that government bonds were issued, bearing a good per cent of interest, in which the money lenders invested. Charley Towne could probably prove that he is a good republican should he have occasion to do so. He is a man as versatile as Bryan ever dared be and all a voter has to do is to adjust the right pair of glasses in order to see his sort of man. Truly there are wonderful things in democratic politics these days.

The fusion press is passing the custo mary compliments on Congressman Robinson, who has just been renominated. They all read about alike. They say he has been a very valuable member for the Third district, that he has gained a prominent position among the members of the lower house and that he wields much influence ; that he is a growing man and will in time be one of the acknowledged leaders. The real truth is that, being in a minority party, he has not created a ripple on the surface. He has done nothing that entitles him to any distinguished consideration, absolutely nothing. He has simply voted doggedly against progress and has shown a willingness to throw himself in front of the moving republican car, which has gone on and on, in spite of all obstructions. If the Third district wishes to have a man in congress who will have some influence, one that will have a voice in the dominant party policy and therefore able to do something tangible, it will vote for and elect

John R. Hays and pass up John S. Robinson, who has been as useless as a painted ship on a painted ocean .- Fremont Tribune.

New York's Great Disaster. Three hundred lives lost and \$5,000,-000 worth of property destroyed is briefly the story of the most appalling disaster that has ever occurred to the

shipping interests of New York. Three of the great ships of the North German Lloyd line, their cargoes and scores of their sailors and the immense docks where they were moored, were swept away by flames almost as though they had been so much tinder. It hardly seems possible that such a calamity could occur in broad daylight in the harbor of a great city which is nounces his intention of supporting the supposed to be well equipped with safeguards for the protection of life and property. There is a widespread temptation, when appalled by a horror like this, to lay the blame directly and unequivocally at the door of those most directly concerned-in this instance the steamship company. It does not appear, however, that the company was guilty of any specific negligence. Its docks and ships were doubtless as well protected against such a disaster as are the docks and ships of other ocean carrying companies in New York or elsewhere. They were thought to be a good risk by the fire and marine underwriters. But the disaster occurred. Its lesson is perhaps more general than specific and applies to the merchant marine as a whole not only of New York, but of other coast cities in this and other countries. The conditions permitting the possibility of such an occurrence ought not to exist. Stone piers would have served as a barrier against the spreading flames. The compulsory use of portholes large enough at least for the passage of the average person's body would have minimized the loss of life. Had there been in force an international agreement concerning the carriage of cotton and like inflammable cargo on the great passenger liners the flames would probably have been confined to the one ship. If it be true that every great achievement in safeguarding human life and property against disaster has been inspired by a great sacrifice of life and property, the frightful calamity in New York harbor should mark the point at which invention will lay the foundation for another such achievement of incalculable value to the commercial

## DEBT TO PROTECTION. National Prosperity Due to Patriotic Legislation.

It is the custom of an old time free trade Democrat who closes his eyes and understanding to the evidence of our commercial and industrial life, the direct outgrowth and result of our na-tional protective policy, to deplore the old days of our foreign ocean trade and to talk regainiscently of glorious free trade times, when lofty square rigged ships lay at the city's plers, forgetting In the meantime to consider the fleets of coastwise steamships that leave our great port every day and the enormous number of three and four masted schooners engaged the same way. In

those days if an American wanted a watch, plano or a roll of carpet he sent go beyond his own country nowadays for a better and cheaper article. What must such an old fossil think of the recent launching at Wyandotte, Mich., of a freight steamer to ply on the great lakes of the mighty west, a country which has had its development since 1861? This ship is built for a western company and is of 8,000 tons burden. She is 478 feet long, 50 feet

wide and 28 feet deep and is at present the largest boat, if she can be so called, on the lakes. Twenty-five years ago, with the exception of the Great Eastern, there was no merchant ship or steamer built of this enormous capacity or size, and as to the old sailing vessels of antebel- farm produce. lum days, a 2,500 tonner was a wonder. America did not get to be rich because the skles are any bluer or the climate Land Commissioner, Hudson, Wis., or better than many countries of the old world, but legislation born of patriotism and wisdom, having for its object the upholding of the American workman, free and equal, under the constitution, not a chattel slave, is to be credited for our national prosperity .-Brooklyn Times.

Rev. Dwight Galloup, pastor of St. Paul's Episcopal church of Newark, N. J., was found dead in the bathroom of his parsonage Wednesday, aged 29 years. Rev. Mr. Galloup went to the front in the Spanish-American war as chaplain of the Ninth regulars.

There is more catarrh in this seciton of the country than all other diseases put together and until the last few years was supposed to be incurable. For a great many years doctors pro nounced it a local disease, and pre scribed local remedies, and by constantly failing to cure with local treatment pronounced it incurable. Science has proven catarrh to be a constitutional disease, and therefore requires constitu-tional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co. Toledo, Ohio, is the only constitutional cure on the market. It is taken internally in doses from 10 drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system They offer one hundred dollars for any case it falls to cure. Send for circulars Address. and testimonials.

F. J. CHENEY & Co., Toledo, O. Sold by druggist, 75c. Hall's family pills are the best.

An Ideal Climate.

The first white man to set foot on

routes through the Rocky Mountains, all through tickets available via either. The direct line to Cripple Creek, the greatest gold camp on earth. Three trains daily with through Pullman palace and sleeping cars between Chicago, Denver, San Francisco and Los Angeles, and Denver and Portland, The best line to Utah. Idaho, Montana. Oregon and Washington via the "Ogden

Norfolk

N. A. BAINBOLT, Procedent. ALEXANDEE BEAR, Vice-Preside W. H. BUCHOLZ, Cashier. E. W. ZUTZ Assistant Cashier

carte) on all through trains. Write S. K. Hooper, G. P. & T. A., Denver, Colorado, for illustrated descriptive pamphlets. Railway Farm Lands For Sale. In northern Wisconsin the Chicago, St. Paul, Minneapolis & Omaha railway

to Europe for it. He does not have to has for sale, at low rates and easy terms of payment, about 400,000 acres of choice farm lands. Early buyers will secure the advantage of locations on the many beautiful streams and lakes, which abound with fish and furnish a never ending and most excellent water supply,

> Land is generally well timbered, the soil fertile and easy of cultivation. Chicago, Milwaukee, St. Paul, Minneapolis, Duluth, Superior, Ashland and numerous other thriving cities and

> > & O. railway and other railroads in the same territory furnish good markets for

> > > GEO. W. BELL.

A. G. P. A., St. Paul, Minn.

Norfolk.

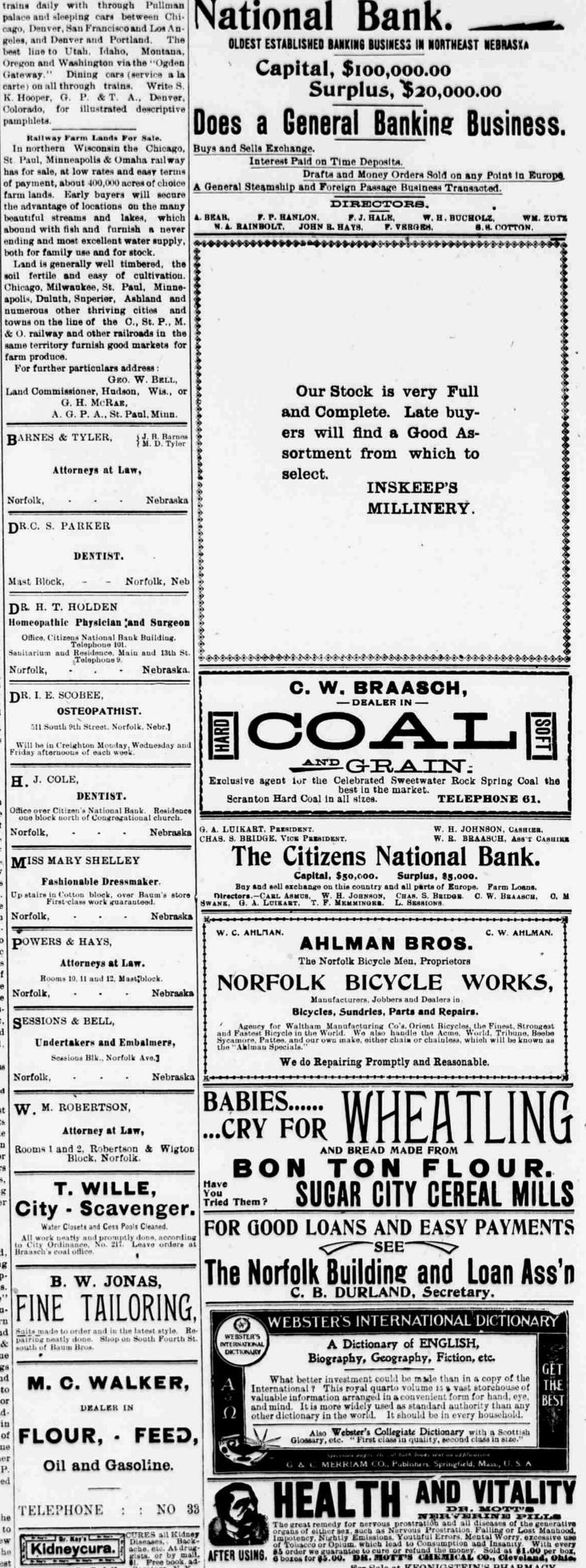
DENTIST.

DR. H. T. HOLDEN

.

511 South 9th Street, Norfolk, Nebr.]

H. J. COLE,



républican ticket He is a democrat, but not of the Bryan and free silver kind, and there are many more like him. Where the wonderful democratic gains are coming from this year has not been located.

It is reported that "Senator" Clark's barrel is yet more than half full. If he were a republican he would be a horrible fellow, but a million dollar contribution to the democratic campaign fund gives him a clear title in that party even though his barrel didn't roll him into the senate.

The stupendous fight put up by the New York Journal and its imitators against the ice trust has about subsided. The fight proved too much of a back action affair when it was discovered that some of the leading democratic statesmen were interested and were helping grind the people.

The question that is now agitating the democrats is whether Stevenson is a 16 to 1 man or a gold bug ; whether he was a Bryan man in 1896 or wasn't. In fact they would like to know just what Adlai's principles and desires are. With Roosevelt their fear is that he is too strong in his convictions and characteristics, but no such charge, it seems, can be laid at the door of Stevenson.

With Senator Clark's reported million-dollar contribution to the democratic slush fund, members of that party will at least have a good time, even though they cannot "influence" enough votes to elect Mr. Bryan. Corruption? Well it might be so termed in democratic circles if such a story got out concerning the republican party. But this is in the democratic party and it thinks of nothing but the best welfare the present imbroglio considerably of the "dear common people."

It seems to be the express understanding that if the populists are allowed to name the gubernatorial candidate that he must be confined to democratic politicians in making his selections for the they have learned some things about best appointments under his control-at least this has always been the result. The democrats always insist that they get the best end of the fusion dial going or coming. It is little wonder that the mid-road movement was begun and is receiving new recruits every day.

Charles A. Towne recently said : "I am a democrat and would have so announced in 1895, but Bryan requested me not to do so, as I could do more good by claiming to be a silver republican." Under the circumstances the republicans and populists who have been following his lead, believing that he rep-

The Chinese appear to be showing in more energy and intelligence than they displayed in the war with Japan. China is not wholly degenerate, nor are all the people cowards. It may be that the Chinese are waking up from their long sleep. Since the war with Japan modern warfare, and they may be able to put up a pretty husky fight against the allied powers.

world.

The American girl has been given notice that she is not wanted in force at Wesleyan university. She need not worry. The American girl is popular in too many places to accept serenely the toleration of a half open door.

In the excitement of politics and the China trouble Aguinaldo and Pio del Pilar seem to have been lost sight of. Neither has been reported dead for a transcontinental traveler the grandest long time.

Utah soil, Father Silvestre Velez de Escalante, who reached the Great Salt Lake on the 23rd day of September, 1776, wrote in his diary: "Here the climate is so delicious, the air so balmy, that it is a pleasure to breathe by day and by night." The climate of Utah is one of the richest endowments of nature. On the shores of the Great Salt Lake especially-and for fifty miles therefrom in every direction-the climate of climates is found. To enable persons to participate in these scenic and climatic attractions and 'to reach the famous health, bathing and pleasure resorts of Utah, the Union Pacific has made a rate to Ogden and Salt Lake city of one fare for the round trip, plus \$2.00, from Missouri river, to be in effect June 21st, July 7th to 10th inclusive. July 18th and August 2d. Return limit October 31 1900.

For full information, call on or address F. W. Juneman, agent.

Summer Excursions to Salt Lake and Ogden.

The Union Pacific will sell, July 1st to September 30th, round trip tickets via Denver the Denver and Rio Grande or Midland and Rio Grande and Western one way, returning via Union Pacific or vice versa, with privilege of stopovers at and west of Denver for 20 days, tickets final limit 90 days not exceeding October 31st, 1900. Forrates or other information call at U. P. depot.

F. W. JUNEMAN, Agent.

Through Colorado. The Denver & Rio Grande railroad, with its numerous branches penetrating the Rockies, has two distinct and separate lines across the mountains. Tickets reading via the "Scenic Line" Denver and Grand Junction, in connection with the Rio Grande Western railway between Grand Junction and Ogden, are available over the Denver & Rio Grande either via its main line through Leadville and Glenwood Springs or via the line over Marshall Pass and through the Black Canon. Tourists to and from Salt Lake City, Ogden or San Francisco will find it to their advantage to have their tickets read in both directions via "The Scenic Line of FLOUR, - FEED, the World," thus being able to use one of the above routes going and the other returning. Write S. K. Hooper, G. P. & T. A., Denver, Colo., for illustrated pamphlets.

Tours in the Rocky Mountains. The "Scenic Line of the World, "the

Denver & Rio Grande railroad, offers to tourists in Colorado, Utah and New Mexico the choicest resorts, and to the vice, etc., of Dr. B. J. Kay, Saratogs, N. Y. scenery. Two separate and distinct

For Sale at KEONIGSTEIN'S PHARMACY.