

The Norfolk Weekly News-Journal
 The News, Established, 1881.
 The Journal, Established, 1877.
THE HUSE PUBLISHING COMPANY
 W. N. Huse, President.
 N. A. Huse, Secretary.
 Entered at the postoffice at Norfolk, Neb., as second class matter.
 Telephone: Editorial Department, No. 22; Business Office and Job Rooms, No. 1122.

IT IS REASONABLE.

Norfolk has many reasons for asking that a union station be built and the people of this city believe that the time has arrived when a central depot should be established. The fact that the Northwestern went many miles out of its way to get into the union station at Omaha, and at Fremont, shows that it is not too much to hope that that railroad may see the fairness of a request that its mainline trains be brought up into the city of Norfolk.

Norfolk stands united in this request. On every hand there is expressed enthusiasm in the plan and an undivided hope that the undertaking may succeed.

Norfolk believes that it would be to the interests not only of the city but also of the railroads to get together in this matter and establish a union station that would serve for all time.

And there is nothing that Norfolk would be more pleased with, just at this time, than this simple solution of the depot matter.

It is recognized on all hands that, even if the supreme court decides that the street may be closed, and even if the council should pass such an ordinance, there would still be dissension over the closing of Phillip avenue and that dissension would not be a desirable factor in the community's life to contemplate for the future.

The simplest solution of the matter is the union station. It is not unreasonable. There is hope that Norfolk's viewpoint may be made clear.

THE SMALL TOWN.

W. H. Manss of Chicago used to be a minister of the gospel at Lincoln, Neb. Today he is preaching a different sort of sermon—a sermon to small towns all over the west, a sermon that ought to be of interest to every community that is built upon an agricultural foundation.

Mr. Manss is just now industrial commissioner for the Burlington railroad. There were several reasons why he left the pulpit to ride around in a Pullman car and preach the doctrine of factory development. One of the reasons was better pay.

And he is earning his salary. Down at Ashland the other day Mr. Manss told the good people of that town that their growth, if they were to depend upon agricultural surroundings, had reached its maximum limit.

Ashland is only one small town in Nebraska. There are plenty of Ashlands scattered over the Nebraska and South Dakota prairies. And Mr. Manss is right about it. Ashland has reached its maximum growth if agriculture is to be its sole support. New industries, new constructive factors must be created if more houses are to be rented in Ashland, more sugar bought, and more shoes for the babies. Mr. Manss pointed out to the people of Ashland that a factory employing 100 men at \$1 per day each would mean \$600 per week spent in the town. And Ashland could make a good many things.

Mr. Manss pointed out that catalogue houses in the cities are making inroads on local merchants, and that Ashland, to survive, must keep swimming.

And Ashland is not the only Ashland.

TELHARMONIC SYSTEM.

The "telharmonic" system of producing music by means of electrical vibrations, which is just now being demonstrated in New York City and which is described at some length in this issue of The News by E. H. Tracy, who has just returned from New York, is a most amazing instrument and one which forces the world to stand back and open its eyes with wonder. New York newspapers and magazines of the country are taking up the new invention for discussion and are pronouncing it to be the wonder of the age. Dr. Thaddeus Cahill, the inventor, after working twelve years on the plan, has brought his dream to reality and has given his conception to the public. There can be no question as to the limitless possibilities of the instrument.

There have been wonderful inventions before but none more truly amazing than this. The invention of the telegraph instrument and its possibilities, the making of the talking machine, the producing of the almost human linotype machine, and the now dawning success of the airship, have all been wonders in their times, but none more wonderful than this music-mill which, by revolving dynamos, produces any known tone and which, by the mere playing of a keyoard, much like that of a pipe organ, produces a whole concert by itself.

With these and other similar innova-

tions that have come about within the past few years at the hands of the inventors, what may we not expect within the next fifty years?

Edison stopped work the other day and announced that he had quit for good. But before he left off another wizard had begun and the work of twelve years on the part of this new genius demonstrates that much may be expected within a comparatively short time.

AN UNNATURAL MOTHER.

Of all the sensational story which has been wrought from the Thaw murder trial, no feature stands out more conspicuously than the actions of the mother of Evelyn Nesbit Thaw. After having apparently been the cause of her child's downward career, this woman—though she seems hardly to be a real woman, after all—has turned against her own flesh and blood before the eyes of the world and has been most instrumental in blackening the character of her offspring with the public. Whatever her bloodless motive, she has succeeded, in her designs, in searing her own daughter's soul with scars that must last always. And without regard to the badness of Evelyn Nesbit Thaw, the action of her mother has been most depressing.

The world generally expects a mother to be a mother always, no matter what may happen. Be a child right or wrong, a mother is a mother. A real mother would sacrifice all that she owned to shield the name of her own daughter from the world's attacks. And there is no more hopeful sign in life than the fact that, though she hopes they will always do right, a mother with real blood in her veins and any but an artificial heart beating in her breast, will be loyal to her children no matter how bad they may be. Their wrongs and indiscretions will hurt her more deeply than they or the world can know, will wound her in a way that knows no healing as long as she lives, but for all that she remains their mother as long as she lives and forever—a mother through and through and through.

But perhaps this turning against her daughter is not so surprising an act on the part of Evelyn Nesbit Thaw's inhuman parent. That creature bared her own character when she allowed the child, sixteen years old, to venture into the life that later claimed her soul. That mother knew or should have known the full weight of the risk that she was assuming. That she did know and still consented is borne out by this latest hint of her unfeeling, unnatural bloodless self.

The attitude of Evelyn Thaw's mother throughout her daughter's trying ordeal, when the young woman sacrificed all for the sake of her husband, stands out vividly in the public's mind because it is in such contrast with what a real mother would have done. This creature's disloyalty to her own child, after having caused the shame of the girl in the first place, can only tend to bring out strikingly to thousands on earth the debt that they owe to their own mothers for those mothers' faith and loyalty and patience—and, when wrong has been done instead of right, their silent suffering.

DRUGGISTS COMPLAIN.

There is justice in the plea of the druggists that senate bill No. 64 in the Nebraska legislature should be defeated. The measure provides that all medicines containing alcohol or narcotics be labelled as "poison," and that the formula of all medicines be placed on the label.

The druggists point out that to label all drugs containing alcohol or narcotics as "poison" would be dealing recklessly with the "poison" safeguard, and that it would be tending to destroy, in time, the present significance of the term. To label all drugs containing alcohol as poisons would be labelling practically all patent medicines, of whatever sort, and many preparations not included in the patent medicines, as poison. A simple cough syrup, it is said, would have to be labelled poison. By and by the public would become immune to the skull and cross bones label and indifferent to the poison warning. Then havoc would ensue, for by intermixing poisons that would kill and poisons that would cure, accidents would result. It is claimed that nearly all preparations, for preservatives, contain some slight percent of alcohol, but the druggists claim that they are not "poison" and should not be so labelled.

Another provision, that of compelling publication of formula on the label, is considered unfair by the druggists. This would require a manufacturing company to give away its stock in trade, and most of them, who make their livings by means of their secrets, would quit the state before they would submit. But in quitting the state, they would not leave the state's business. They would move across the river into Iowa and establish mail order houses to sell these goods in Nebraska. They could do that because the national pure food law is complied with. And Nebraska druggists would lose the profits.

The right kind of drug manufactur-

ers welcomed the pure food and drug law. It has given them a government guarantee under which they can go to the public. But the national pure food and drug law gives to the public the protection that is desired. Only the truth must be told in labels. And the ingredients used must be plainly published, though not the formula.

The public is entitled to the protection of a pure food and drug law. The public is entitled to the same protection within a state that is now offered by the national law for inter-state commerce. A law in Nebraska based on the national law, therefore, would coincide with that measure and would give the state protection by supplementing that law.

Just this sort of controversy, between a state and the federal government over regulations of this sort, is bringing the country more and more to the idea that centralization of law-making and regulating must be adopted. Nothing but confusion and dissatisfaction can result from state laws and national laws that do not coincide and which are at loggerheads constantly.

A UNION DEPOT.

There are vitally important possibilities in the suggestion that the depot proposition in Norfolk be all settled simply by the construction of a union station on the north side of Norfolk avenue, between Sixth and Seventh streets. The suggestion that Norfolk make another effort to secure a union station, before the Northwestern builds a depot to replace the city station that burned, is worth serious consideration on the part of every citizen of the city. If Norfolk could, by investing in land for a right of way to swing the main line tracks of the Northwestern up town, induce that railroad company to send all of its big main line traffic up through the center of the city, it would be one of the best things that the town had done for itself in many a year.

A union depot in Norfolk would be worth money and effort. To allow the Northwestern to rebuild the Creighton depot in substantial fashion would preclude the idea of a union depot. Now, if ever, is the time for Norfolk to take action on the proposition. And it would be action well invested.

Besides bringing the main line trains up town and putting all traffic into one center at a convenient point, a union station would bring the headquarters of officials of the Northwestern into the very heart of the city. This might mean a very great deal to Norfolk in more ways than one, in time to come. By bringing the officials into the center of the town it would be possible for the business men and the railway officials to get into closer touch with each other, and the location of the officials near the business men would engender more a spirit of goodfellowship, more a spirit of harmonious co-operation than is possible with the offices situated a mile and a half from the business section of the city. With the officials located in the center of the town, they would feel more of a genuine interest in the city's upbuilding and Norfolk knows of many ways in which this interest and co-operation would help the business growth of the city.

It is now established that the headquarters of the new general superintendent, Mr. Braden, will be in Norfolk permanently and to place this, with the other offices in a substantial union station would add to the appearance and prestige of the city, besides making the office more of a permanent arrangement. Those who have come in contact with Mr. Braden have every reason to believe that he is pleased with his new home and there is no reason why Norfolk should not be able to enlist his co-operation in this matter of a union depot, because it would be a progressive step.

Norfolk wanted a union depot when the Creighton depot burned. It was said that an effort was made looking to that end, and the city was informed that there was no chance of anything of the sort. It was stated that the union depot could not be built at that time because the Union Pacific and Omaha roads were unwilling to join in the matter. It is now stated by a Union Pacific official that no such proposition was ever made to the Union Pacific. It further stands to reason that the Union Pacific and the Omaha roads would be willing to unite in a project of this sort, because the superintendent of the Union Pacific, during a visit to Norfolk last summer, stated to The News that his company were at that time figuring on building a new station in this city.

Norfolk is an important railroad center. There are rails coming into this city from five different directions. Each track brings several trains every day, loaded with passengers. There is not a creditable station in this city.

The Junction depot, the Union Pacific and Omaha road depot, and the city Northwestern station before it burned, have all been standing for years and are of the type that can be found in any cross-roads village of

200. They are not a credit to Norfolk, nor to the railroads that run trains up to their platforms.

The city station of the Northwestern burned a year ago. Since then, because of an injunction case that has been tied up in the courts, passengers have had to use a coach as a depot, much like the depot that might be found out on the reservation. During the cold winter morning passengers have had to walk around on the icy platform, chilled through, because this coach was inadequate. It has been a disgraceful sight as viewed by passengers going through town.

And right now, before that site is built upon with a small station but permanent one; right now while the Junction depot and the Union Pacific and Omaha road depot are crying to be replaced; right now when there is a controversy as to whether or not a street should be closed; right now when the city's business interests have reunited in an active Commercial club, is the time to go after a union depot in all earnestness and to enlist the co-operation of the railway officials in this movement.

Norfolk could well afford to buy a right of way, if the railroads centering here would, in turn, agree to build a union station at a convenient point which would be a credit to Norfolk and to northern Nebraska.

Other cities have union stations. It is time for Norfolk to act in the matter.

THEIR DUTY TO INVESTIGATE.

The Omaha Commercial club has turned a somersault on the two-cent passenger fare law in Nebraska. Before the measure was assured, the Omaha Commercial club, through its properly authorized executive committee, passed resolutions against the proposed bill. The club allowed the matter to stand until after the law had been passed and become assured. Then the resolutions were rescinded and another resolution was passed, endorsing the measure which Governor Sheldon is about to sign. Omaha views the two-cent fare matter from a perfectly selfish viewpoint, and sees added retail business by reason of the cheaper trip into Omaha from all parts of the state, at the expense of the merchants of the smaller towns and, consequently, the entire business interests of the smaller towns. Be that as it may, the Omaha Commercial club has had little to do, one way or another, with passing the law. It would have passed with or without Omaha resolutions. In fact the bill was passed as a result of popular demand and not as a result of any deliberate and exhaustive investigation into the merits of the case, as should have been taken and as was taken in Wisconsin.

The two-cent fare law in Nebraska was passed because an agitation was started a year ago for an arbitrary two-cent fare, with only the popularity of reducing fares a third as its justification. No figures to show whether the law was just or unjust were produced, nor have they been even at this time, though the state lawmakers have enacted the law.

The two-cent fare may be reasonable. It may be unreasonable. There is nobody in Nebraska today who has studied the matter intelligently enough to say whether it is right or not. For all the people know, a one-cent fare, or a half-cent fare, may have been our just deserts. No legislator has gone deep enough into the matter to set us right on this point. They have merely passed a law for a two-cent fare and the law's passage has shown nothing more clearly than the desire to keep votes at home. Popular sentiment said "Give us a two-cent fare." Popular sentiment may have been right. It may have been wrong. But the law was passed because it meant votes. The legislature lacked courage, in face of popular clamor, to stand up and do its duty by the state's industries and its citizens alike.

The Wisconsin railroad commission has just finished an investigation after eleven months. The commission was appointed by Governor LaFollette, and was therefore removed distantly from railroad influence. Governor LaFollette said they were an unusually strong commission. They spent \$8,000 in investigating conditions of the St. Paul road alone. Six months were consumed in taking testimony—600 pages of it—and five in deliberating. The verdict was important because it was based not on popular clamor but on facts. The commission said that it had analyzed the business of the roads, setting apart the passenger traffic, freight, mail, express, etc. They had tried to separate each department so that the just valuation might be stood up against the business that it did and therefore its earnings. After an exhaustive investigation, the commission ordered a reduction from three to two and a half cents in fares. The commission states that at 2½ cents, the Northwestern in Wisconsin can earn 6½ per cent. on the value properly set against passenger earnings. The Omaha road can earn 5½ per cent. On a two-cent fare, the Omaha road could earn, the commission says, 2.8 percent and the Northwestern 3½ per

cent. on the value that ought to be charged to this account.

The railroad commission says the railroads are entitled to earn a fair profit. The commission also says that more letters were received urging a better train service, more trains and cleaner ones, with better depots, better cars, better speed, than for a lower fare.

The Wisconsin legislature has withdrawn a two-cent fare bill. Wisconsin has a million more people than Nebraska. Other states, contemplating reduction of fares, owe it to their citizens to make just as exhaustive an investigation as did the Wisconsin commission, for without that, on the bit-or-miss plan, no law enacted is assured of constitutionality in the courts.

It is not difficult to see that a two-cent fare is popular. A one-cent fare or no fare at all would be more popular. The Outlook, a reform magazine, stated some time ago that it was equal rights and not cheaper rates that was demanded. It reiterates the same this week. Yet everywhere there is being made a demand for cheaper rates, regardless of all else, including service. It is argued that the mail contracts help pay for trains. Congress has a bill right now that is going to reduce mail contract fees. And at best that is an illogical way of looking at it, from the state's view. The Wisconsin commission says that the passenger business must stand on its own foundation. It must not be run at a loss, so that freight rates will be raised and thus the merchants and later the consumers pay in increased living cost, for their cheaper rides.

Secretary J. F. Hanson of the Fremont Commercial club, who was here last year, was practically hissed at Lincoln the other night when he urged the state association of Commercial clubs to be fair to all—fair to railroads as to other industries. He declared the railroads were Fremont's most valuable asset today and they deserved to be treated with the same fairness that other industries or private individuals are entitled to. He said that the railroads were entitled to an increased profit from their risk, just as a farmer today is entitled to the rise in the price of his land, for which he is in no way responsible excepting that he has used foresight and taken risk. And it was the same spirit that hooted Mr. Hanson in the state association meeting, that today has brought about a riot of tearing down without time to reason out the justice of the destruction.

Archbishop Ireland of St. Paul deplores the law mania and business unrest now on the land. He says: "That corporations may have their faults I shall not deny but this I deny, that all men are equally talented, equally farsighted, equally industrious; that consequently all are entitled to equal industrial reward. This too I deny, that men being as they are, society can never be without its comparatively rich and comparatively poor."

The legislators of Nebraska no longer ride on passes. The newspaper men of Nebraska no longer use editorial mileage. Many others in Nebraska are paying cash fares. The editor of this paper paid his fare to the state editorial association in cash and was overcharged by the Northwestern, whose agent at Omaha refused to grant him the promised excursion rate on the return trip, but for all that it would seem that the legislators of Nebraska and the newspapers and the citizens could still be capable of the American's boasted fair play, and at least thoroughly investigate a condition before enacting laws which, by comparison with the Wisconsin investigation, appear unreasonable and which therefore only promise to the state that the laws will probably be killed as unconstitutional when the courts take them up.

A Washington dispatch says that two-cent fare laws are the result of railroad activity in the past in politics. If this be true, all the more should Nebraska and other states go deeper into the reasonableness and justice of the matter than the sometimes unjust popular sentiment.

AROUND TOWN.

It never sleets but it snows.
 Wake up. Moving day is here.
 Another Rosebud is about to bloom.
 "Union depot." Speak in whispers.
 Last impressions are the ones that last.
 Have your children "come down with 'em" yet?
 Shoemen ought to like this skatey weather, when everybody slides.
 Measles and chicken pox are breaking out like a lot of Indians or buckwheat cakes.
 The Nebraska legislators made a "fare" play, without regard to whether it was "fair" play or not.
 Keep your eye peeled for the lion or the lamb Friday. That's what will forecast the weather for the last day of the month.
 "Give me buckwheats," said a man

in a Norfolk restaurant. "How many high?" asked the girl. "A stack of three," said he.

Jerome called Delmas' direct examination of Evelyn "tattle of the tenderloin." What would he call his cross-examination?

A Norfolk woman who buys a Chicago yellow paper that her little son may see the comic section, doesn't overlook the Thaw details.

Friday's dawn will lift the curtain on a scene in life's drama that will deeply move many a man and his family. It's moving day.

"Give me stamps for all of that—I need a good many stamps in my business." The coin was a dime and he got five red stamps.

Farmers along the upper Missouri river are enjoying a thaw case of their own, in the ice gorges, and they're not appreciating the choke.

The man who spoils a new shine by crossing a muddy street in Norfolk, immediately begins telling how clean the crossings at Madison are.

A Minnesota paper says that if there is anything the Minnesota legislature has failed to regulate, it is an oversight. The lawmakers there, the paper says, are seeking to reform the world at one session.

The Madison County Reporter thinks appendicitis is threatening to take the place of consumption as the great white plague. "Appendicitis" covers a multitude of afflictions that aren't properly diagnosed.

The Wayne Democrat's gratitude is really touching. It says: "Norfolk has withdrawn her petition to the legislature for a state summer normal school. Wayne should send that city a vote of thanks—in a horn."

H. S. Beardsley, one of the victims in the eighteen-hour New York-Chicago flyer wreck Saturday, was one of the newspaper men to take the initial trip over the Los Angeles Limited. He is associate editor of Leslie's Weekly.

The Indiana legislature is thinking of passing a law forcing young men calling upon their sweethearts to go home at a certain hour. One young woman suggests 11 o'clock. She says it takes her lover over an hour to go after her starts.

Norfolk women are going out of town to find help. Here's a letter that one resident of this city received yesterday: "Dear Madam: I hereby apply for a position in your household I am a widow with no children at present I am unemployed."

ATCHISON GLOBE SIGHTS.

An Atchison man had an out-of-town visitor. "He is the sort of man," the Atchison man said in describing him, "who always asks when you introduce him to a friend: 'What's the name?'"

Every one has a pretty long line of excuses but the race for the championship undoubtedly lies between the children who want to go to the neighbor's and the man who requires an excuse before taking a drink.

Men think they are pretty smart, but they know they can't even give a close guess as to what she is making when a woman gathers a number of fragments of cloth and starts to put them together on the sewing machine.

Your faults are always exaggerated; if you really take two drinks of whiskey a day, people will say you take a dozen. But good habits are usually exaggerated the other way; if you give a hundred dollars a year to the poor, people will say you give a thousand.

It is proposed to have an eleventh commandment: "Thou shalt not be a snob." If you were privileged to write the eleventh commandment, what would be your selection? Would any two persons in a town agree on what the eleventh commandment should be?

When we were a boy, we had a little brother who was always catching us in mischief, and saying: "Aha! I'll tell father!" And he always told father, who whipped hard. Do we love him now? He's in town; ask him.

A man can usually handle one woman, but two will get away with him. For example, a man will have his wife bluffed, and under control. But let her aunt, or sister, or mother, come for a visit, and within two days, the wife has been emancipated.

An old dyspeptic said today: "How I would like to eat again! How I would enjoy eating hot buckwheat cakes; the kind 'raised' over night! How I'd like to eat mince pie, and sausage! I'd rather eat a good meal again than go on a wedding trip."

How do they manage it? Some women will visit a town, and cause all the other women to give parties in their honor. Other women will visit a town, and no one will "entertain" for them. How do the popular women manage it? Is it a gift?

You can make a good guess at the ability of a housekeeper by the lunch she puts up for her husband, and which he carries with him to his work, to save going home at noon. Some of these lunches are neat and appetizing, while others are disgraceful. The quality of a man's lunch always depends on his women folk.