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SHOULD FORM PARTNERSHIP.

People living just outside the city limits of Norfolk ought to go into partnership with Norfolk. Benefits for both parties would result.

In the first place people living just outside and getting many benefits from the city, ought to be doing their share in helping to pay the taxes with which Norfolk is maintained. And in the second place, they ought to be enjoying all of the privileges and advantages which would accompany such a partnership.

Norfolk has a good many actual citizens who have never been counted in an official federal census because they chance to live outside an imaginary line which runs around the center of the community. Some years ago the Junction joined into a partnership of this kind and both the Junction and Norfolk have been glad ever since.

There are a good many reasons why the city limits of Norfolk should be extended and at once.

The city council could take the necessary steps without any difficulty and the whole matter could be finished in a very short time.

Both the people inside the city and those outside are entitled to such an arrangement. It ought to be done now.

WOULD DEAL FOR NEBRASKA.

Mayor Jim Dahlman of Omaha would like to deal the cards in Nebraska, but to deal on the square, with out slipping any aces off the bottom for his own hand, he wants 10,000 white chips per annum as a salary.

At least that is what a report sent out from Omaha has to offer. Omaha apparently isn't taking the matter any more seriously than Nebraska at large, though Mayor Jim is getting a good deal of valuable space. The report says that Jim and Bryan have shaken hands on mounting buckskins and going out on next fall's round-up—Jim to rope the Nebraska governorship and his friend Bryan the presidency. But Jim and Bryan may find the animals already burned with the brand of some other ranch. Perhaps a plain "R" will be found on the sides of both the gubernatorial and the presidential steers.

Mayor Jim says he couldn't be honest in the governor's chair unless his salary was \$10,000. Otherwise he would have to graft. And this point in Jim's interview, while a little strong is not so bad. The governor of Nebraska is not well enough paid on \$2,500 per year. Perhaps the salary should be \$5,000. At all events the state ought to be able to pay its officials enough to make the offices worth having for an unmoneyed man as well as one who can afford the luxury.

THE BIGGEST FINE.

Judge K. M. Landis on Saturday afternoon imposed upon the Standard Oil company the largest fine recorded in judicial history. The penalties came as sentence in the cases in which that company was recently convicted of using illegal railroad rates.

When, under indictment secured a year ago the Standard Oil company of Indiana was found guilty of violating the anti-rebate law, the fixing of the fine for that offense devolved upon Judge Landis, and as he had a free hand in assessing any fine between \$1,000 and \$20,000 on each of the 1,462 counts in the indictment, he was confronted with a rather difficult proposition. He did not know how much punishment the company could stand and this was the reason he summoned John D. Rockefeller and others prominently connected with Standard Oil affairs, so as to learn some of the financial secrets of the company which its counsel were unable or unwilling to tell. The fine assessed of \$20,340,000, was the maximum possible under the law. The only excuse for not assessing the maximum fine would have been the judge's belief that clemency was justified or demanded.

The case will go to the United States supreme court. The Standard Oil company will undoubtedly claim that it is entitled to protection under that section of the federal constitution which says that excessive fines shall not be imposed.

And in the meantime many other indictments against the company for violations of the Elkins law will be pushed to trial. Some of these in northern Illinois are about as voluminous as that on which the recent trial was based.

GROUND OF OPPOSITION.

The opposition has finally disclosed the alleged foundation of its objections to the renomination of Judge Sedgwick. It would have the voters believe that they should be governed by the silly and unjust criticism of

the supreme court, indulged in by ex-Governor Miesky in his closing message to the legislature regarding the matter of the Bartley bond litigation. It is a significant fact, however, that even the doughty ex-governor has never had the hardihood to claim that the decisions of the supreme court in those cases are not right as a matter of law, or are not fully supported by sound precedent. Nor does the opposition now make any such claim.

Those opposed to Judge Sedgwick seem to want a judge elected this fall who is pledged to determine a certain class of cases, not according to law and precedent, but in response to public clamor, and when the state happens to be a party to a suit before him, to decide for the commonwealth without regard to law or precedent. In other words, they would have a judge who would take it upon himself to correct the errors, mistakes and omissions of the legal department of the state and disregard the law and the well settled practice of the courts altogether.

Such a judge would not only be a disgrace to the state, but a menace to the lives, liberty and property of all persons who might have occasion to engage in litigation or be so unfortunately as to be compelled to resort to the courts for a protection of their rights.

Instead of being condemned for the result of the Bartley bond case, Judge Sedgwick should be commended for his fairness and courage in treating the state the same as any other party litigant. All any party is entitled to is an honest, fearless declaration of the law, whether such party be the state, a corporation or an individual.

The attempt of the opposition to create the false impression that Judge Sedgwick wrote the opinions in those cases or that the decisions are wrong in any particular and to thus defeat his renomination, shows the dire extremity to which his opponents are driven. Such unfair methods should be promptly and severely condemned by the fair minded electors of all political parties.

COAL FAMINE WARNING.

Coal famine alarms continue to come. The increased demand for fuel and the fact that there will be a tremendous car shortage are assigned as causes of the coming famine in fuel which is to be felt in the west next winter. And for that reason the railroad people are advising the public to early lay in the supply of coal which will be needed. An interview given out by Julius Kruttschnitt, director of maintenance of the Harriman lines, is the latest word of warning to be issued in Nebraska and it may be interesting to the coal-consuming public as a warning.

"If any one has space now to store coal, I say let him get his winter's coal put away as soon as he can," said Mr. Kruttschnitt.

"I do not want to be considered an alarmist, and I am in absolute earnest when I give out that advice. I am fearful that there will be a coal famine in the west this winter, but I shall hope that no actual suffering may ensue. The consumption of coal in the country is increasing faster than the production. The Union Pacific alone has increased its consumption 40 per cent in one year. One can readily see what it means if all branches of industry find the same condition true.

"The Union Pacific is doing and will do all it can to prevent a coal famine. We are anxious to build spurs to coal lands in any part of our territory and we tell the holders of the coal lands so. Several spurs are now in course of construction. One of them I saw the other day at Kemmerer, Wyo., where at the request of coal land owners we are building a line eight miles long.

"There will be a shortage of cars, too. That comes as regularly as the crop movement, and it is not surprising in view of the fact that everybody wants to move his grain at the same time. I believe the situation will not be as serious as it has sometimes been, and as far as our lines are concerned in this matter, we are contributing heavily toward lightening the burden of the shipper.

"We learned a lesson last year. Look along the Union Pacific anywhere in Nebraska. You will see new cars standing on the sidings. In the last year we have built upwards of 7,000 freight cars and have bought hundreds of engines, having secured within seventy-five of the number we ordered. The sidings have been lengthened and division and terminal yards have been extended, so that with no more cars than the road had last fall, it would yet be more efficient."

TREES FOR WEST.

The forest service has just issued a circular devoted to the interests of forest planters in the western portions of Kansas, Nebraska and Oklahoma, northwestern Texas, eastern Colorado and New Mexico.

tural development. There is real need for forest growth. By careful selection of the species, the choice of suitable sites, and proper management of plantations, enough forest can be grown to exercise a marked effect upon farm development and to supply wood for most domestic purposes. The object of the circular is to show just what it is practicable to undertake in the way of such plantations. Planting may be done for any one of three chief purposes—protection, wood supply, and shade.

A windbreak consists of one or two rows of trees which form forest conditions and serve a protective purpose. Any species which is adapted to the region may be used for windbreaks. Where evergreens will succeed, however, they are more desirable, since they afford better winter protection than deciduous trees. A windbreak consisting of a single row should be composed of a densely growing species with branches close to the ground.

The main use of windbreaks is to shelter an orchard or a residence site, to prevent hot winds from scorching field crops, and to conserve soil moisture within the protected area. They may also be planted in open pastures for the protection of stock. Incidentally, the windbreak may furnish useful material, but it must be placed where it will afford the most effective protection, without much reference to the character of the soil.

Wherever agriculture is practiced in the plains region, the farmer will find it profitable to devote a few acres of good land to trees. It is true that some time must elapse before the plantation will become productive, but, by the choice of rapid growing species and by close spacing, the thinnings which will be necessary in a few years will provide material suitable for fuel, stakes and the like.

The choice of species for this purpose is naturally very limited and will depend somewhat on the location. Trees that grow rapidly and at the same time produce wood of good quality are best. If they also sprout from the stumps, the forest may be made permanent with a little care.

The circular contains suggestions as to the choice of species, with notes on their requirements, and directions for planting and care.

HOW THE CROPS ARE.

There is joy abroad in the land, or at least there ought to be. For the crop is going to be a bumper one. And a bumper crop spells prosperity to the nation in general.

The wrinkles of worry caused by a late spring have been rubbed away by the hands of a warm and continuous sunshine for several weeks, and as a result the American farmer is about to pocket a mighty volume of coin of the realm. Prosperity for the American farmer means prosperity all the way around and so the public is wearing a smile from ear to ear. In fact news that the Standard Oil company had been fined twenty-nine millions of dollars sinks into insignificance, so far as the country's genuine interest is concerned, beside the official news that a big bounteous harvest is on the way.

Reports from editors of farmers' papers all over the country have just been assembled by C. R. Erwin, president of the Lord and Thomas advertising agency of Chicago, and the reports are gratifying. Mr. Erwin asked particularly after the wheat crop, the oats and the hay. He received replies telling him about the corn crop, the cotton crop and the tobacco crop as well as those for which he enquired.

Corn seems to be the only crop about which there is much cause for alarm and the middle west is fortunate in this regard, since it is the middle west that will produce a bumper crop of king corn. It is from New England that reports are received indicating injury to the corn by the late spring, and that shortage will only tend to put the price higher on one of the biggest crops Nebraska has ever known.

Practically nothing but cheering news has been heard from the all important wheat crop. Kansas will harvest 600,000,000 bushels this year and good returns are expected from other states of the middle west.

Reports from western states are of interest and will bring a confidence in the coming winter's business which was not possible two months ago. Following are some of the summaries:

North and South Dakota.—Conditions were never surpassed, with the possible exception of the low lands. There the crops have suffered slightly on account of the unusual rains, but elsewhere there will be at least an average wheat crop, if nothing better. The yield of oats, barley, and flax will stand high in comparison with recent years, especially when the acreage is taken into consideration.

Iowa.—In most sections the crops are better than they have been in years. Late rains did some damage, but not enough to affect the general outlook. Corn, the big Iowa crop, will be above the average, and one expert has boldly declared the yield

within the state will be over 300,000,000 bushels. There will probably be a normal yield of oats, amounting to about 150,000,000 bushels.

Kansas.—A wheat crop approximating 600,000,000 bushels spells prosperity for this state beyond doubt. The farmers are as happy as they have been in a decade.

Nebraska.—One of the largest corn crops Nebraska has ever known is confidently predicted. At first it seemed as if the yield would be short, but good, steady weather around the first of July did the work, and now a bumper run is in sight. With an increased acreage of wheat, there will be an average crop, and the yield of alfalfa will also be great. The ranges are reported in excellent shape.

FEDERAL GOVERNMENT UMPIRE.

Two cases of monster importance and both based on the same contention in defence, will now come before the attention of the United States supreme court for final decision. One is the case in which the Standard Oil company has just been fined more than twenty-nine millions of dollars, and the other is the case emanating from North Carolina over a passenger fare law. All of which goes to show that after all it is the federal government and the federal court that holds the reins.

In North Carolina a passenger fare law of 2½ cents was enacted. Fines were provided. The railroads secured an injunction from the federal court restraining the state from enforcing the law until after it had been tested as to constitutionality. The governor contended that the law was law until proven unconstitutional and declared the railroads would have to obey. A couple of railroad agents were jailed and an effort was made to fine the railroads refusing to comply with the law. The fines would amount to a couple of million dollars a day for one road and more than a million for another. A week's fines would eat up the profits of all the railroads in that state. The railroads, therefore, constitution which provides that "extend that the fines can not be enforced and the law is unconstitutional because of the clause in the federal concise fines shall not be imposed." It will be for the United States supreme court to determine whether the fines are excessive and the law constitutional. Meanwhile, it has been agreed that the railroads shall give to each ticket purchaser a rebate good, in case the law is upheld, for the refunding of the money paid in excess of the new reduced rates. A good deal of fuss was kicked up by Governor Glenn in a pyrotechnic way as to which court should prevail. The result would have been the same in any event—the case would have to go to the United States supreme court for its final test. The only difference is that, pending the decision, the railroads will not suffer the enforcement of what may be declared unconstitutional law. And in case the law is upheld, the public will get its money back, where in the other manner of procedure the roads would have sustained that much loss.

In the Standard Oil case it is not probable that the fine will be declared as excessive as that imposed by the North Carolina law. For the Standard Oil company's profits has been so much larger that its case is quite distinct.

It seems hardly probable in view of public sentiment that the Standard Oil company, if the fine is sustained, would dare advance the price of oil, as has been generally feared.

CREAM RATES.

Out of the cream rate investigation which has been taken up at Lincoln by the state railway commission, comes the fact that the creamery industry of the large city is thriving off the life-blood of the country creamery, through railroad rate discriminations. Here is an opportunity for the state railway commission to live up to its pledges by giving a "square deal" to the small-town creamery along with the centralized institution of the population center.

We are told for instance that where Iowa has 600 small town creameries, Nebraska has but twenty. And this number of twenty is all that has managed to survive out of 200 that formerly operated in the state. Where the small creameries have had their life squeezed out, however, creameries in the cities have prospered to such an extent that today stock in one of the big creameries is as good an investment as a Nebraskan could well look for.

Here in Norfolk the matter comes home to us with particular force from the fact that a creamery which was operated here years ago was moved to Omaha and has now, by virtue of discriminations shown it, become one of the mammoth industries of the state. It has only been of recent months that the creamery industry had courage to revive in this city and start over again.

The present investigation at Lincoln has come about as the result of a re-

quest on the part of railway and express companies to increase their cream rates into the cities from the country. They claim that the rates are too small to give them a fair profit for their work and that the present rate on butter fat is the same which many years ago applied to skimmed milk, thus making it legitimate that the butterfat rate should be higher, since butterfat is many times as valuable and involves several times the responsibility in carrying, as milk.

An increase in the rate would mean that Omaha and Lincoln creameries would have to pay more for their cream shipments from the country. Rates into smaller towns, such as Norfolk, would not increase since they are high enough now. As a result the Omaha creameries and the Norfolk creamery would be put on equal footing in buying cream and the Norfolk creamery, with a large exclusive territory of its own and by virtue of the fact that it could get the cream while it was still perfectly sweet, could build up an extensive business at the expense of the metropolitan institutions.

The cream rate from Bonesteel into Norfolk is 34 cents and the distance 120 miles; the cream rate from Bonesteel into Omaha, a distance of 240 miles is only 45 cents. The discrimination in favor of the Omaha creamery and against the Norfolk creamery is apparent. And it ought to be corrected by the state railway commission.

The big creameries claim that the industry, in order to be economically operated for the good of the producer, ought to be centralized and that therefore a discriminatory railroad rate favoring the city creamery is in the interests of the public. Comparative figures, however, show that the little town creameries are paying more to the farmer for their cream than are the centralized institutions.

The big creameries claim that to increase rates now would be like increasing grain rates into Minneapolis in order that the wheat would have to stay in the little towns for grinding.

Regardless of the points for or against centralization in many industries, however, the fact must be borne in mind with regard to the butter and cream business that long shipments make sour and therefore unhealthy butter.

For the good of the whole public it would seem that competition should be maintained in the creamery business and from the figures introduced at Lincoln it is apparent that competition today is scarcely possible.

The state railway commission should investigate the cost of handling cream by express and railroad companies, should allow them a fair profit for their work and then, in fixing the rates, should see to it that the little town creamery gets fair play.

WAR STILL ON IN OHIO.

Peace and harmony were to come out of Ohio, but the peace dove has been slain. The republican factional fight in the buckeye state is still red hot and so it promises to continue for some time to come. And, although the republican state central committee representing the last state convention, has declared for Secretary Taft for the presidential nomination, Senator Foraker still intends to make a fight and apparently a fierce one. Senator Foraker contends that the endorsement of Secretary Taft by the twenty-one republican committeemen has no binding effect whatever upon the party of the state at large, since that committee is a remnant of a by-gone convention and can not speak for the people in view of new conditions which have arisen since that committee was appointed.

Senator Foraker has found in the newspapers a demand for Taft's endorsement because he is the only Ohio presidential aspirant. Foraker takes exception to this contention, claiming that he has not announced himself as yet but inferring that he is just as much a presidential candidate as is Taft.

Senator Foraker has taken a strategic position with one respect in his fight. He has lined up with President Roosevelt as against Secretary Taft in regard to the tariff, and from his letter it may be expected that upon the stand pat issue as against revision of the tariff the factional war in Ohio will be fought out.

Secretary Taft said when he was in Norfolk last spring, and he has often said before, that he is in favor of revision of the tariff. President Roosevelt holds that, while it may be possible that there are some features of the tariff which have been outgrown, it is nevertheless too dangerous a matter to tamper with the sacred doctrine of protective tariff to begin on a few unlit portions. He clings to the doctrine which made William McKinley the idol of American labor—the protective tariff and the full dinner pail.

And to back up his position, Senator Foraker points to the fact that labor was never in the history of this country so well employed or at such high

wages as it is today. He points to the fact that in Cincinnati 20,000 more men could find employment than are available. He points to the high prices being received by the American farmer for his products and the general unprecedented prosperity of the country over. His doctrine will be "the full dinner pail," and "let well enough alone," as against a policy of tampering with the tariff. And he threatens to carry the fight into the republican state convention which alone, he claims, has power to authoritatively endorse for the presidency.

From now until the Ohio convention of republicans, regardless of the central committee endorsement, the fight may be expected to continue.

AROUND TOWN.

It was water gas for sure in the new drainage canal.

Pick out your choices and wait for the primary election.

Here's one case of trying to break into the insane hospital.

What sort of brainstorm will that Bristow man try to prove?

Does the approaching primary election have anything to do with these storms?

You should have seen the people yawn who ventured down town Saturday night.

Norfolk's races and carnival just got under the wire before the rain flag was rung up.

Don't blame a hay fever victim for things he says.

How are the crops? That's a pertinent question.

Some mothers are not regretting the approach of school.

How can Norfolk bother with a primary election when the circus is coming to town?

It is being demonstrated in Norfolk that an automobile is no good excuse for not having a wife.

It might reasonably be charged that some teachers apply in Norfolk for the express purpose of getting their names changed.

It's hard lines for the small boy when his summer season has to be interrupted by the announcement that school will begin in less than a month.

It's pleasanter to withstand a summer's heat than to suffer from a summer cold.

They're not all dead yet. The fellow is still at large who asks if it's hot enough for you.

ATCHISON GLOBE SIGHTS.

If you are lazy, there isn't any use lying about it.

After winning a triumph over an enemy the next battle to fight is against an inclination to look it.

What has become of the old-fashioned man who said that a horse able to roll over twice was worth \$200?

This is what daughter usually thinks about father: That if she were mother she'd make him stand around.

Every young man is full of "schemes." Every old man has tried a lot of schemes, and lost confidence in them.

We issue The Globe a little earlier than usual this afternoon; there is a traveling man in town and we are anxious to sit down with him, and hear his jokes.

The smaller the town a woman lives in, the more she knows about laying out a corpse. We don't suppose there is a woman in New York City who knows how to lay out the dead.

There is no place or occasion where time passes more slowly than while waiting for a reply over the telephone, the period between a death and the funeral not excepted.

It is all right to lay off for the funeral of a first-degree kin, but when a man lays off for as far away as a fourth-degree kin, it is nothing short of shiftlessness.

\$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer one hundred dollars for any case that it fails to cure. Send for list of testimonials.

Address F. J. Cheney & Co., Toledo, O. Sold by all druggists, 75c. Take Hall's Family Pills for constipation.