

**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.  
 Every Friday. By mail per year, \$1.50.  
 Entered at the postoffice at Norfolk, Neb., as second class matter.  
 Telephone: Editorial Department, No. 22. Business Office and Job Rooms, No. 1122.

**AUTOMOBILE DEATHS.**

On Wednesday of the past week there were at least five deaths and six serious injuries in this country from automobile accidents. Rarely does the sun set on a day that does not record a number of serious catastrophes from the big machines. Swift Tarbell of New York, who was hurt the other day, declared he would never ride in a car again. The many accidents are merely marking an epoch in the automobile which will soon pass away, without the laws. Today the auto is a mad for speed; tomorrow the automobile will become, as the bicycle has become, one of the most valuable and useful factors in the commercial world.

In the immense carrying power of the auto and in its ability to tirelessly travel over all kinds of roads, up hill and down, lies a fundamental principle upon which will rest the future usefulness of the car. For a time society will make a speed-ty of the car, testing the record-breaking pace to satisfy a natural mania for excitement, but after a time the country's interest in the machine and its speed as a toy will wane, and the big, potent cars will take on a more conservative commercial value which will grow each year.

Already in the cities the automobile is pushing the horse out of his harness on many big dray and delivery wagons, and this use of the invention will spread without fail.

After a time the novelty of "scorching," and thus imperilling lives of both passengers and people on the roads, will give way, as it did with bicycles, to the slower, safer and more valuable uses for commercial, time saving and money saving purposes.

**FALSE PLEAS TO FARMS.**

Centralized creameries are making false appeals to the farmers in an indefensible effort to bring prejudicial pressure upon the state railway commission in its fixing of cream rates. The centralized creameries are arguing thus:

If the state railway commission finds, as the railroads are now contending, that the freight rates on cream should be increased, the natural thing for the "central" creameries, against which the present action seems to be aimed, to do would be to cut down expenses or increase receipts.

In other words, circumstances permitting, the creameries would either pay less for their butter fat or they would charge more for the manufactured butter.

The latter they cannot do, because the price of butter is fixed upon an open market and the creameries, whether independent or "centralized," have to sell butter for what they can get. No single creamery can regulate its own prices. Butter is controlled by the market manipulators, just as the prices of wheat and corn are controlled.

If the big creameries have to pay higher freight rates on their cream; if they are unable to add that extra expense to the price of the butter, and if they are able to deduct it from the amount paid to the farmer for butter fat, it is plainly seen that the farmer himself will pay the added freight and that the big creamery will not be harmed at all.

The fallacy of that argument, however, lies in the fact that small creameries will spring up over the state to pay the farmer the worth of his butterfat and instead of the farmer suffering a loss, the centralized creamery alone will pay the extra freight and thus be put on an equal footing with the small-town institution which it now crushes with discriminatory rates.

And if we are to take the word of Food Commissioner Wright of Iowa for its full value, small town creameries are much better for the public at large, than the big centralized plants. The small town creamery is closer to the cow.

**FALSE PRESTIGE CLAIMS.**

While William D. Haywood has been acquitted by the jury of twelve men in the state of Idaho on the charge of conspiracy to assassinate Governor Steunenberg, it is apparent from an incident in Chicago the other day that his part in the criminal trial that for weeks held the country's attention is not going to make of him the hero that some must have hoped for when they declared he should become socialistic candidate for presidency. The very fact that Haywood was taken into a Chicago club for lunch has created a furore among the members and a signed protest to the club directors has been presented, seeking to make another such incident impossible.

Following is the protest and it is of interest in bringing out a feeling existing apparently in some quarters as to the recently acquitted man:

"We, the undersigned, respectfully protest to the board of directors of this club against the contamination of the clubhouse precincts by the pres-

ence of one W. D. Haywood, whom we believe to have been the instigator of many atrocious murders and who at least certainly is an "undesirable citizen." The fact of the acquittal of Haywood does not vindicate him in public opinion nor render him a fit person to be allowed inside our clubhouse. We would ask that a vote of censure be passed against the men who were responsible for bringing him into the club. In making this request we would disclaim any intention of criticizing a member for political opinions or socialistic views."

There is one wholesome sign in this protest. In the past there has been too much of a tendency to make heroes and heroines of people taking part in sensational criminal cases and in many instances there has sprung up an unhealthy and altogether dangerous maudlin sympathy for the principles on trial for very grave crimes. But that era, fortunately, is passing away and the public is coming to regard a person who has been accused of atrocious crime as no more entitled to a halo around his head than the ordinary citizen.

In past years women mixed up in sensational trials have made capital of the fact by appearing on the stage as soon as acquitted. But today that is well nigh impossible, because the public has come to regard such efforts with the disgust that they deserve.

To have been tried for murder is nothing to boast about, and it is nothing that should be attempted as a stepping stone into otherwise undeserved prominence.

**A "WEATHER PROPHECY."**

Hicks—Ira L.—ought to hide his head and confess that he is trying to play a pure game of bluff. He ought to abandon his attempts to delude the public into believing that he is a "weather prophet," and to concede that the only people who can forecast weather are the government meteorologists who reduce the proposition to a science and give results. And even these scientists, studying with all of the funds available from a government for assisting their research, frankly admit that they can not yet forecast weather for even a month in advance.

What a preposterous imposter, therefore, must be that man who, without anything but the superstitions of a portion of the public as a basis for his operations, claims boldly and brazenly to be able to predict far into the future the brand of weather that is coming.

And worse than the deception of Hicks, himself, is the fact that he is being helped along in the matter by not an inconsiderable number of weekly newspapers which either are indifferent as to what goes into their columns or which, themselves, are ignorant of the facts. The following absurdity was printed last week in a weekly paper of this territory:

Hicks, the St. Louis weather prognosticator, has thus far this season, struck the storm periods with a precision that makes one look up, and take notice, and a summary of his August predictions will be read with interest.

"A regular storm period extends from the 10th to the 14th. It is central on the 12th and will come to a crisis, centrally between east and west extremes of this country, on Tuesday afternoon, the 13th and 14th. If you are far west you will get your storms a day earlier; you who are far to the east will read of the storms before they reach you. Bide your time and watch things grow. The new moon is on the 9th, hence hot, threatening weather may hold through the mercury brace. Take seven days, with the 9th as the central day and you have a period of great seismic probability."

Saturday was the tenth and Monday the twelfth, yet none of the disastrous storms forecasted by Hicks has been visible here. In case it had stormed, by accident, Hicks would have claimed credit and the superstitious would have shaken their heads and allowed that that fellow knew his business.

And as the forecast missed, Hicks will simply claim that for once he made a mistake—and a lot of people will forget all about it the next time his "forecast" does chance to strike a storm.

The people of this country, through their own government, are making exhaustive research into weather conditions in order to discover bases for long forecasts, but such bases have not yet been found and today the only reliable forecasts are those issued for twenty-four hour periods by the government weather bureaus.

Some of these mysterious "weather prophets" who parade before the superstitions of a lot of people ought to be regulated by the interstate commerce commission.

**STATES AND RAILROADS.**

Events have borne out the prediction made by The News some months ago that the various laws passed by many states for regulation of interstate commerce, in view of laws passed by congress for regulation of interstate commerce, would result in severe clashes between state and federal authorities for control. Three of these clashes are now on the boards and they all tend to prove that the one inevitable result of the tangle, as was pointed out in Secretary Root's much dis-

puted speech, lies in complete regulation of all railroads, both interstate and intrastate, by one centralized authority—the federal government.

In North Carolina, Alabama and Arkansas serious clashes have resulted from drastic state laws and efforts of the railroads to seek protection of their rights under the federal constitution.

The Alabama case has been even more extraordinary than in North Carolina. In Alabama the legislature enacted a 2½ cent passenger rate law. They also passed a law making it a crime for any corporation to appeal to the federal court and a revocation of the Southern railroad's license in Alabama is threatened because that road did appeal to the federal court, praying that an injunction be filed against enforcement of the new 2½ cent fare law, on the ground that it was unconstitutional.

In the end every one of these laws reducing passenger fares will be tested as to constitutionality in the United States supreme court, for the simple reason that the various state legislatures, in their desire to please the people by dealing black-eyes to the railroads, whether constitutional ones or not, did not take the time which ordinary reasoning would require to look into the soundness of their actions and thus determine whether or not their laws would stand the final test. As a result of such indolence, the people of Nebraska and many other states, should the new laws ultimately be declared confiscatory and therefore unconstitutional, may again be put to the burden of paying three cents a mile.

It is only reasonable that appeals should finally land in the United States supreme court, from the fact that protection under the federal constitution is involved. And therefore any law such as that in Alabama which pretends to prevent a corporation from appealing to federal court, is clearly childish and illegal.

The state of Alabama, if it actually were to suspend the operations of a railway in that state, might find itself in deeper water than it contemplates at present. What, for instance, would be the effect when this act interfered with federal mails? What the result when people bound on interstate journeys were thus inconvenienced?

Alabama is overstepping, and the ultimate solution, because it is the inevitable, will place all commerce regulation—both interstate and intrastate—in the hands of the federal government. Not until then will these state clashes end. Not until then will all the people of all the country get equal privileges and not until then will it be possible for the railroads to get either consistent or tested regulations.

**DANGER OF EXCESS.**

Wall street stocks this week took another serious crash—one of the most marked in many moons. It was said that the fine against the Standard Oil company of twenty-nine million dollars, rumor that a similar fine was to be assessed against the American Sugar company, threatened prosecutions against the Alton and other railroads for rebating, and attacks against various roads by states, such as in Alabama, had a depressing effect upon the stocks.

A day or two after Judge Landis had announced his mammoth fine against the oil company, and had stated that he intended to similarly prosecute the Alton road for giving the rebate, word came from Washington that the administration felt regret over the Judge's announcement that the Alton would be prosecuted, inasmuch as the oil company's blood was all that was desired for the present.

It is difficult to see, however, how one party to a crime could be punished and the other consistently left immune, particularly by a government up to its elbows in righting just such wrongs. And no doubt this is the way Wall street viewed the situation, therefore, the crash.

There may be danger in too much hand clapping. The fine assessed by Judge Landis, the biggest in the world's history, attracted widespread applause. The Judge said he wished the law would have allowed more of a fine. No sympathy for the oil company was heard anywhere, only the universal hope that it would be approved by the United States supreme court.

The whole country has cause to feel a satisfaction in the conviction and punishment of a trust which has prospered by illegal means. The punishment should be severe; it should be severe enough to cure this evil by its warning to others who might be tempted in the same path. But as much concern should be felt by the public lest a riot of clamorous applause at bringing blood should lead us into excessive punishment, as that enough of a penalty should be dealt out. We should be as fearful lest we, as represented by the courts, be not eminently fair, as lest offenders be not sufficiently punished.

It yet remains for the United States

supreme court to determine whether Judge Landis' fine was fair or "excessive" in violation of the constitution. It is therefore in rather bad taste and rather premature for the public or the public press to express its approval of the fine and its hope that the judgment will be approved. It is dangerous to the public itself.

All excesses act as boomerangs in the end. And if our present prosperity, coupled with our present mania for drawing corporate blood by drastic laws or what may prove excessive sentences, should lead us into an epidemic of attacks upon such concerns just on general principles, it is not difficult to see how such excess would act as a boomerang against our own prosperity.

For to destroy the confidence of investors in great enterprises such as railroads, means but to cripple the now very much needed extensions and expansion by those industries, and thereby to halt for a period of years the now needed development of as yet virgin areas of country.

And the crash in Wall street this week ought to stand out as a warning to us all.

The country has a right to rejoice when any criminal, man or corporation, is justly punished; but we must, for all that, preserve an equilibrium and a conservative sense of fairness, to all, if our own interests are to be protected. The nation is prosperous today, and we want no recession.

**KEY STRIKE.**

The strike of telegraph operators over the country has spread to such an extent as to foreshadow the possibility of wire paralysis for some weeks to come. And the public must suffer the consequences.

While declaring that they realized they could not win their strike without public sentiment behind them, the striking operators seemed to altogether overlook the fact that by thus bringing a strike upon the country and tying up all communication they are forfeiting a large share of their claims for public sympathy.

For, without regard to the merits of the demands made by the men or the stand taken by the companies, it remains true that the operators in leaving their desks have so badly crippled wire service the country over as to bring about a condition truly serious.

Matters of life and death have no more consideration at the hands of the strikers than any insignificant social messages. A public service rests in the hands of the telegraph operators and likewise an obligation to the public to perform that service. There is no knowing how many stories of disaster or death may be lying unreported on the hooks because of the wires kept idle and the keys kept silent through this strike. There is no telling how many a dying person might be reached by friends and kin if the messages were but sent, and there is no telling how many men may lose thousands, even hundreds of thousands of dollars needlessly because of this same congestion.

The strike started in Los Angeles when a union man was discharged. The manager claimed that the operator was discharged because he was deliberately delaying work, owing to trouble with a woman operator in the Oakland office. The union men thereupon called out a strike and the strike has spread.

A few weeks ago the same sort of a strike occurred in San Francisco. At that time men and companies agreed to hereafter settle differences by arbitration but the Los Angeles operators did not keep their agreement in this behalf. They claim that they have been given the "worst of it" ever since San Francisco's strike, and so they just struck.

And while they strike, the public suffers the real injury.

Here is a summary of the demands made by strikers in Chicago to the Postal officials. Because they refused to comply to these demands in thirty minutes, the Postal operators also struck:

Fifteen per cent increase in wages. Eight hours for day operators and seven and one-half hours for night operators.

Time and one-half for overtime. Abolition of "split trick" and other obnoxious features.

Right of promotion to be governed by merit, fitness and ability.

Additional telegraphers shall be compensated at the rate for established positions of the same class.

Lunch and short relief shall be given in the order of application, and whenever possible no telegrapher shall be compelled to work more than four and one-half consecutive hours without a lunch relief.

Telegraphers temporarily filling positions of higher rating than their own shall be paid the salary of the position temporarily filled.

**STRIKE FEATURES.**

One of the most important phases of the telegraphers' strike, which has now spread all over the country and

which is crippling business to a serious extent, to say nothing of other communication work, no less important, is to be found in the walk-out of the Associated Press telegraph operators very soon after filing demands for increased wages. As a result of the strike among Associated Press operators, news service will be crippled throughout the United States for a time as has not been the case for a score of years.

The Associated Press operators were already the highest paid operators in the world, with the exception of one leased wire syndicate force. During the past two or three years they had been granted increases. And their strike was declared against the advice of Secretary Russell.

The Associated Press operators sent demands to Melville E. Stone of New York and announced that he would be given twenty-four hours in which to reply. Mr. Stone is merely general manager of the Associated Press, which is a mutual organization. He had no authority to authorize an increase of salaries aggregating \$200,000 a year. The Associated Press is not a money-making, profit taking organization. It is operated for the benefit of the newspapers included in its membership and the weekly assessments against each member go to pay actual expenses, not for accumulating a reserve fund or dividend. The association is operated through the medium of fifteen directors, who reside all over the country and the result was that these directors must be conferred with before a reply could be framed up for the telegraph operators.

The general manager telegraphed a statement to the men explaining the situation and agreeing to take up the matter with directors by wire. But the operators refused to wait. They closed up their typewriters and walked out, despite their high salaries. Day work—Six days, eight hours daily, \$30 per week and overtime and extra at the rate of 60 cents per hour. Night work—Six days, eight hours, \$35 per week and overtime and extra at the rate of 70 cents per hour. The vacations to remain as at present. A proportionate increase for chiefs and subchief operators. The telegraphers requested a reply by 7:30 Monday evening. Mr. Stone's reply follows:

New York, Aug. 12, 1907.—To Operators: I received this morning a communication from a large number of the operators in the service of the Associated Press asking for a changed scale of wages and hours and requesting a reply by half past 7 o'clock this evening.

The changes involved are so radical in their nature as to add over \$200,000 a year, and probably more, to the expense of this organization. The Associated Press is mutual in its character, makes no profits and has no surplus fund out of which such a sum could be paid. Any such increase must of necessity be levied back upon the newspapers as a part of their weekly assessments. As general manager I have no power to make such an increase, either in salaries or assessments, without authority from the board of directors, and it is obviously impossible to call this board together within the time named. The board consists of fifteen members scattered throughout the entire country.

At the same time, acting under authority heretofore granted me by the board of directors, I shall be very glad at any time to meet a committee of our own operators and confer with them respecting hours of service and compensation with a view to making some recommendations to the next meeting of the board of directors, which shall meet any fair or just expectation of those in our operating service.

Even were I free to act I think you must agree with me that a question of this magnitude should not be presented to a conclusion within the limits of a few hours and without any opportunity for consultation between myself and representatives of our operating force. Melville E. Stone, General Manager.

This crippling of the news service of the country will be one of the most sorely felt features of the strike. As one result, the public may come to know, by reason of its loss, the great dependence which is placed from day to day upon the public press.

But this is not the only really serious feature of the strike. Government officials at Washington are worried lest the loss of weather bureau service may result in shipwrecks and loss of life. As a result of the wire paralysis reports on meteorological conditions have become difficult matters and as this is a stormy time on the Atlantic loss of lives may result from the strike.

Probably the country's prosperity is directly responsible for the present condition, more than anything else. Operators feel that prices are high and their wages should go higher. And while the general public is complaining about the high prices of various commodities, perhaps some explana-

tion may be found in constantly increasing cost of production. For in the end, if the strike is won, the public will undoubtedly pay the added salaries in increased tolls.

Whatever the justice of the demands of the operators, however, or the resistance of the employers, the public at large will agree that the crippling of wires is a serious matter and all will hope, for the return of the service, that the keys may soon begin clicking again.

**AROUND TOWN.**

Cantaloupes with cantaloupe flavor are hard to find.

It was a case of strikers out among the telegraph men.

Now will you buy that coal?

You didn't know how hot it was until you realized how cold it is.

Nebraska weather can change almost as quickly as some people.

A Norfolk woman went into a church sale and found on the bargain counter a wedding gift which she had made for a friend and given to her several years ago.

The maximum heavyweight standard for women in Norfolk has advanced. There is a Norfolk woman weighing 180 pounds and she is so good looking that all her neighbors have thrown away their anti-fat bottles and are trying to put on flesh. After all, everything is relative.

The school boy's days are numbered.

Every trade promoter should promote tonight's promotion meeting.

The best way to remove the weed evil, is to get at the root of the matter.

What would you think if you hired a man to mow your weeds and then went home to find that he had cut down your garden, also?

People who expect to have summer colds ought to watch the handkerchief sales in advance and lay in big supplies.

Wouldn't it have been nice if, while the visiting ministers were in town, the Norfolk avenue gutters could have been kept clean?

Women sometimes make queer objections. A woman who had made a small drug purchase in a Norfolk store the other day—the article being wrapped in yellow paper—returned shortly to protest: "Haven't you a quieter colored wrapping paper?" she asked. "This is so very loud."

A Norfolk woman had a sack of ancient graham flour. She suspected it had become wormy and sent it to the neighbor's to be fed to the chickens. Next morning the neighbors had graham gems which the girl said later had been made from "that new flour." And now they're trying to figure out whether the joke was on the first woman or the neighbors or the chickens.

**ATCHISON GLOBE SIGHTS.**

If a woman has her children with her, she never hears half what you say to her.

Mention a kin quarrel and everyone present, men and women, old or young, will sit up and listen.

When a man's mother sides with his wife in saying he is guilty, public opinion might as well hang him.

An Atchison man has picked up the poker by the hot end so often that he doesn't mind it as much as a pet would.

Nothing impresses a man more, when he looks back into the past, than the silliness of the things he once cried for.

What is the higher life? An Atchison woman, who has seven little noses to wipe, and does it well, wants to know if she has reached it.

What is the well-bred stare? We have read in several of the magazines and books of recent publication of this well-bred stare. The stories tell of how the hero meets the heroine, and they exchange well-breds. A stare is a stare and we cannot see where the well bred part comes in.

**\$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."