

The Norfolk Weekly News-Journal
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It is a condition, not a theory, that Norfolk is up against.

Instructed congressional delegations in this district up to date, with their number of votes, are as follows: Judge Boyd—Antelope 17, Madison 21, Wayne 13, total 51; W. W. Young—Stanton 8; J. J. McCarthy 0.

Mr. McCarthy didn't get any nearer The News office on this visit to Norfolk than he did on any of his visits during the several years directly following the time when this paper was plunged into a \$6,000 libel suit for his sake. He consistently steered shy of this office both before and after.

Congressman McCarthy, by the end of his present term, will have received \$20,000 from this nation for service that he hasn't rendered to the Third congressional district. Congressman Pollard drew money for a period of time preceding his election. Each got something for nothing—one before and the other after he was elected.

Apparently Norfolk is unanimously in favor of re-establishing an industry in the sugar factory. But no town can accomplish this sort of progress while its mind is in an uproar over disadvantages that are its lot and which it can't remedy. Concentration is needed if Norfolk is to go ahead. The sugar factory ought, indeed, to be re-established. But no community can build up and tear down at the same time.

Among the other things which Congressman McCarthy failed at, but which he is going to try to push through next year, according to Washington dispatches, is "a bill for the relief of Nye-Schneider company." We don't know just what relief the Nye-Schneider company was in need of, but this shows that Mr. McCarthy did not devote every bit of his time in Washington to the interests of the common people, as he would have us think, and it may also show why one Fremont faction loves him so.

The News has always been willing and will always be willing to make a fight for anything that will help Norfolk and which there is a reasonable prospect of gaining. It believes that agitation is out of order when there is absolutely no prospect of winning the point desired, and when that agitation can not fail, in one way and another, to injure Norfolk. One of the most injurious effects is the fact that hopeless internal irritation on impossible theories, prevents the town from uniting in building up along lines that are possible.

Norfolk is ready to unite in an effort to develop for the upbuilding of the city, any plan or idea which has even a reasonable prospect of success. Norfolk is not willing to devote energy and money and time, or to risk what industries we now have, in fighting for a concession which is apparently out of reach and to gain which not even the most ardent advocate, after years of study, has been able to point out a possible method. Norfolk is more ready to tackle a constructive idea with a hope of success than a destructive scheme which is, under present conditions, absolutely hopeless.

The News admits it is prejudiced. It is prejudiced in favor of Norfolk. It is partial to the idea of building up the city along lines that are possible, rather than battling our heads against a stone wall and gaining nothing. The News believes that if roads open to Norfolk's progress had been traveled for a score of years with as much zeal as some have devoted during that time in trying to batter down gates that are locked and too high to climb, the city would have been several miles to the good. And since there is nowhere a key with which to unlock the gates, even though that unlocking would admit us to lanes of gold, and since there is apparently no prospect whatever of there being a key in the near future, why not for the time being take the roads that are open to us—roads which we know can not only be traveled but which will lead us to much better pastures than we now enjoy?

Those who spread constantly to the public gaze testimony with which to prove that Norfolk is oppressed by the railroads, declare that the new railroad rate law, which was passed by the last congress and which goes into effect next January, is lacking in so far as relief to Norfolk is concerned. They claim that the new law will not force the railroads to change their freight rates into Norfolk. Since the concession which is claimed to be Norfolk's due, can not be forced from the railroads, and since antagonism can

do no good but may do much harm for Norfolk, it would seem that the thing for Norfolk to do is to turn its efforts toward possible and available progress, and build up instead of tear down.

The News has all that it owns in Norfolk. Norfolk's progress means a lift for The News just as for all other business institutions and properties in the town. It might be just as well, therefore, to give The News credit for common horse sense enough to be advocating a policy which it believes will benefit rather than retard Norfolk. We take it that there is not a business man in this community who would deliberately do anything that would hold down the town's progress. There are simply differences of opinion as to what ought to be done in order to go ahead. Those who believe that frenzied industrial antagonism in a hopeless effort to get concessions to which we may be entitled but which they themselves admit are out of reach, have failed after fifteen years of constant agitation to point out any way of landing the prize. The News believes that Norfolk would profit by turning our energies into paths that are open to us just now and that there will be time to make an effort for concessions which are now impossible, when new conditions may have brought those concessions within our grasp. In the meanwhile, let us get busy and do some of the many things that can be done and ought to be done and which will help every business man in Norfolk.

THIS PLAN MADE GOOD.

Crowds resembling a circus throng arrived in Norfolk this morning to attend clothing sales that are now being held. Many came from a distance of fifty miles and some came from as far away as 125 miles to take advantage of the special bargains being offered. At the store whose sale had been most extensively advertised, thirty-five salespeople proved incapable of handling the purchasers and it was necessary, because of the crowds, to close the doors every ten minutes and to keep them closed until the crowd then inside had been waited on.—Norfolk Daily News, December 7, 1904.

The News contends that Norfolk has a splendid opportunity to expand in a retail way, and the sales that were held during the month of December, 1904, demonstrated this fact beyond a shadow of a doubt. The item quoted above in no way exaggerates the size of the crowds which flocked to Norfolk on December 7, the opening day of the sales. Probably more business was transacted by Norfolk stores on that day than on any other day in the history of the town, as most of the merchants surpassed all previous records on that occasion.

The incident is brought to mind at this time for the purpose of showing that a bargain day idea, if properly planned and organized by the Commercial club, and supported by the merchants, could be made a winner.

This is one of the plans that can be successfully developed for the benefit of Norfolk. It is not a dream and it is not out of reach.

THE TILDEN IDEA.

The business men of the town of Tilden have arranged for a large celebration at that place tomorrow, given expressly for the entertainment of the farmers from the surrounding territory. Rev. J. F. Poucher of this city has been invited to make the day's address. There will be entertainment plus from morning till night, everything will be free for the farmers, good spirit will prevail and the people upon whose trade Tilden is built up, will go home at night feeling a whole lot better toward the business interests of the town than they otherwise would.

A Norfolk firm has expressed a willingness to head the list with a subscription to any move which will start something in the way of entertainments held free in Norfolk for the benefit of the farmers who live around this point and who buy their goods in Norfolk. It is a plan which can not fail to give good results. It would help Norfolk's interests quite materially in the course of a year, by creating a closer relationship feeling between farmer and merchant and by diverting dollars that go to Chicago and ought to come to Norfolk.

Any town in an agricultural country could afford to adopt the Tilden idea. Tilden will make it pay. Norfolk could make it pay.

This is one of the things that Norfolk could do and can do, and one of the things that Norfolk ought to be doing, instead of wasting good energy on barking at the moon.

THE SITUATION IN NORFOLK.

Waste not your Hour, nor in vain pursuit. Of this or that endeavor and dispute; Better be jocund with the fruitful Grape Than sadden after none, or bitter, Fruit.—Omar.

Norfolk is not so large a city today as those who came here twenty years ago hoped it would be by this time. In fact, Norfolk has not been gaining in the number of its industries during the past five years but has, on the contrary, lost some of the institutions which employed labor and helped to keep the city thriving and growing.

The city has managed to hold its own all along, despite these losses, but it has not gone ahead as rapidly as those who have devoted the best part of their lives to its upbuilding, had hoped for. There are, no doubt, a great many different causes which might be assigned as responsible, each in a degree, for the fact that Norfolk is not today a city of 15,000 inhabitants, but probably the most potent factor that is blocking Norfolk's progress today is a spirit that has crept into the community of tearing down instead of building up.

Fortunately it is not the entire community that is afflicted with this iconoclastic spirit, but one in a community, who is always and everlastingly tearing down, can do more damage than all of the rest of the community can repair and the result is that Norfolk, constantly irritated internally, has little strength or enthusiasm about going after new industries and new forms of enterprise that are needed to make the town grow.

And even though there were the energy and the enthusiasm and the organized effort on the part of the vast majority, the very fact that there is in the town ever so small a percentage of those who constantly advocate anti-everything principles, is enough to frighten away from the place capital that might wish to invest here or institutions which might seek to locate. Seeing unfavorable symptoms, those who have the means to invest and the ability to construct will pass by this community and select one in which there is some assurance at the outset that they will be met half way by the locality and given loyal assistance rather than constant flayings.

Frenzied abuse heaped upon industries which are already located in Norfolk, and which contribute largely toward making Norfolk a larger town than Hoskins or Hadar or any other trading point, not a county seat, in an agricultural section, will never make Norfolk a city.

Radical criticism against those institutions which are now located in Norfolk, will neither gain desired concessions from those institutions nor induce others to locate here.

The constant stirring up of a policy which threatens and antagonizes all that the community owns in the way of constructive industry, will not tend to create in the community the healthful, wholesome spirit which is needed first, last and all the time if new things are to be gained which will help make Norfolk a bigger and a more substantial city than it is.

Norfolk is a town located in a farming region that is, for the most part, rich in its fertility. As a result of its agricultural environment, Norfolk is entitled to be a community of, say, 1,000 to 1,500 souls. Lacking the county seat, it is entitled, by virtue of the farming area alone, to be a town some what smaller than Stanton or Pierce or Madison.

But Norfolk, fortunately, is the centering point for three lines of railroad. Years ago the Northwestern came through this country, headed for the Black Hills. They offered to build their line up into the city of Norfolk for a consideration. But there were those in Norfolk at that time who would see a railroad company in China before they would vote bonds. The bonds asked for did not carry. And the Northwestern railroad company built their depot a mile and a half south of Norfolk. Two other railroads came into Norfolk, and held the main part of the town where it stands today. Otherwise the town would have moved to the Junction.

At that time the Northwestern railroad could get along without Norfolk, but it has been a sorry day for Norfolk that this city did not make the trade of a few thousand dollars for the location of the railroad station up town.

By virtue of the location of these three railroads here, Norfolk was a good place to get in and out of, and it became the home of a large number of commercial travelers—perhaps 500 persons now living here are inhabitants of Norfolk because of this fact.

Later the Northwestern railroad company established a division headquarters point in Norfolk. They could have done it at Stanton. They established the same sort of a division at Fremont. With the division headquarters came several hundred progressive railroad employes, and the city today has perhaps 1,500 inhabitants—men, women and children—from this cause. It would be possible to separate Norfolk and the division headquarters. That is what was done at Fremont, but more officials were brought here.

With 1,500 inhabitants here because of the railroads, with 500 commercial travelers here by virtue of the railroad connections, and with 1,500 by virtue of the farming region round about, a city of 3,500 persons results. The other 300 families living here are because they can make a living in a town where 3,500 people are to be fed and clothed and educated, while they could not in a town of a thousand.

And there you have Norfolk as it is today. During years that have come and gone, Norfolk has had a

creamery, a foundry, a cold storage plant and a sugar factory. For one reason or another, these industries, all of which contribute to the building up of the otherwise ordinary town, have dropped out of the game.

Through individual effort on the part of Norfolk men, and despite lack of organized effort toward an available goal, a number of successful business institutions which build up the town by bringing in outside business, have demonstrated that the town can grow. Among these are a first class mill, one of the best laundries in the state, wholesale bakeries and ice cream factories, distributing houses for machinery and other things, the best retail stores in the northern half of the state many of which do large mail order business, tailoring houses that cover large territory, dairy product commission house, loan and trust companies, wholesale houses, hotels, grain elevators, bottling works, physicians and attorneys with large outside practice, banks doing outside business, a business college and other schools, dye works, planing mill, newspaper and printing plants, brick and tile works, cement block factories, building contractors, an insurance company, and many other industries which bring money into Norfolk from the outside and thus help to build up the town.

With a scratch of Marvin Hughitt's pen, practically the only big industry remaining to make Norfolk more than the ordinary well located town, could be taken away. From Omaha the operating wires could be worked as well as from Norfolk, and workmen could run just as many trains out of other terminal points as from here. By a changing of time tables, Norfolk could be made so disadvantageous as a center, that commercial travelers would be forced to Sunday and live in other places.

And yet an effort goes on, day after day, to create a policy in Norfolk which will threaten and antagonize an institution which now pays \$30,000 per month into Norfolk, and which could reduce that amount to \$100 without particularly damaging the institution.

In the face of conditions, an effort goes on trying to create a community policy which would pretend to threaten the biggest industrial factor we have, into granting concessions which, though it is universally agreed would be a help to the city, can not possibly be forced by any means known to man.

Those who advocate antagonizing everything, admit that under existing laws in the United States it is absolutely impossible to drive a railroad company into granting any better freight rates than are now in force. And yet they would fight.

The News believes it is as much interested in the welfare of Norfolk as any other institution in the town. For eighteen years it has been trying every day to do what it could to help build up Norfolk. It believes it has contributed as much to that upbuilding as some of those who advocate tearing down. And from a purely selfish standpoint—from a viewpoint which sees only Norfolk's welfare—The News believes that Norfolk's future demands that we devote our energies as a town to building up industries that are available and can succeed, before tearing down what we have left in a wild, blind battle that, as is conceded by all as a foregone conclusion, must result against us.

If Norfolk wants concessions from this freight carrier which has so much more of a lever over Norfolk than Norfolk has over it, why not, in the name of common sense, go about it in a business way, instead of trying the bully role, and, in case the concession is not granted—which, under the existing conditions, it probably will not be—then why not, for the sake of building instead of remaining dormant, devote the town's organized effort toward developing something that is possible and which will keep Norfolk moving instead of standing still?

No one denies that lower freight rates would be welcome to Norfolk as to any other town, but on the other hand no one denies that there is no way to force a reduction. Efforts to gain lower rates, made by heavy shippers of the city in a business-like way, might succeed; we believe they would fail for the reason that railroads centering here have not in the past cut their rates, have stated that they would lose money by doing it and therefore would consider a reduction, apparently, as bad business policy from their point of view. And it is conceded on all sides that there is no alternative.

The News would be only too glad to make a fight for any concession that there was a reasonable prospect of securing for the benefit of Norfolk, but it believes Norfolk is not ready to make a fight, for the sake of fighting, when failure to secure the desired end is clearly foreseen.

Today Norfolk has an empty, idle sugar factory that offers, according to the secretary of agriculture of the United States government, an admirable opportunity for investment on a paying basis. It was vacated because

the company running it had a good chance to boom Colorado land values by means of the move, and not because the plant could not be made to pay in Norfolk.

Today Norfolk offers opportunity for a denaturalized alcohol plant. Norfolk stands as a gateway to a magnificent field whose Omaha and Sioux City retail trade could be swung to Norfolk by the proper extensive organization and united effort.

Norfolk is in need today of an organized crusade for making better roads into the city from the surrounding farms, so that more trade could be had than is now enjoyed from that region. Farmers many miles further out could be made tributary to Norfolk's stores by means of good roads and the right kind of advertising.

And there are other things that could be done to make Norfolk grow—other things which can be done.

It is well enough to ask for better freight rates and do what can be done to gain them, but even those who advocate tearing down the present Norfolk railroad possessions for the sake of showing fight, admit that there is no way of forcing—no fighting or threatening or punishing—that will accomplish the desired concessions.

And so why not look Norfolk's situation calmly in the face, and act with common sense? Why not put aside frenzied abuse in an effort to gain for the city what is, under present laws, as impossible to gain as the capital of the United States, and adopt a sane policy of building up what can be built up rather than tearing down all that we have left?

Why not get together in an organized effort, with every business interest in the city of Norfolk represented, toward developing the things that are right at our door, first of all?

Why not cut out the destructive policy and get together on ideas that will build. Construction, not destruction, is paramount.

CONGRESSIONAL CAMPAIGN.

Hastings Tribune: Editor Huse, of The Norfolk News, is making Congressman McCarthy go some up in the Third district, as a result of the ingratitude shown by the politician to the newspaper men.

Whether Huse succeeds in defeating McCarthy in the convention or not he deserves congratulations for the good, clean, open-handed fight he has conducted.

ATCHISON GLOBE SIGHTS.

A man should have sense and a woman taste.

Every bore thinks he is pestered by a lot of bores.

People are compelled to smother resentments at least a dozen times a day.

When a sick person is more than seventy, people say: "His age is against him."

It is as difficult to secure farm hands in the country as it is to secure hired girls in town.

There never was a king, were he not afraid of the queen, who wouldn't flirt with the cook.

All good advice has a family resemblance to the good advice that one should not drink cold drinks in summer.

If there is a watermelon in the refrigerator, there isn't room for anything else there except a hope that it will finally get cold.

"I feel," said an Atchison man this morning who ate too much yesterday, "as if I had eaten a dose of brick bats, and finished the meal on cement grouting."

Mention that a church has a very large membership, and some woman who is a member of a rival church will say, "That church has always been great at proselyting."

There is one consolation about things getting as bad as they can get: You quit worrying when they have reached that stage. All the worrying is done when bad luck is getting started your way.

When a natural born housekeeper passes a yard where there are clothes on the line, she takes one look and can tell afterward how many sheets, pillow cases, tea towels, etc., her neighbor has in the wash every week.

How much can a child hold? An Atchison family recently went on a day's outing, taking two children between four and seven, and a lunch basket along. They left at 8 in the morning, and when they returned at 7 that night, neither child had stopped eating one minute, and everything they ate was trash like peanuts, popcorn, cookies, etc. Still if they had taken sick and died, the preacher in his funeral sermon would have told the parents that they had done all they could in the way of parental duty, and there was nothing left now but to "submit to the will of the Lord."

Delicate woman will never become strong, happy, hearty, free from pain, until you build up your system with the nerve refreshing, blood-making tonic, Hollister's Rocky Mountain Tea. Tea or tablets, 35 cents. Ask your druggist.

NORFOLK MAY GET A BAND

MUSICIANS OF THE CITY WILL PROBABLY ORGANIZE.

MOVEMENT IS STARTED TODAY

All That is Lacking Just Now is a Tuba Player—Will Ahlmann, on Suggestion of R. C. Smith, Has Begun a Canvass of the Musicians.

A brass band will in all probability be immediately organized in Norfolk. A move looking to that end was started today and it is said that there is every reason to believe it will succeed. There are enough musicians in the city at the present time, it is claimed, to make up the entire organization, excepting a tuba player and a man to blow this instrument will be hunted up at once. If the band is organized, it will be under the leadership of some outside bandmaster, as there is no one in the city who wants to undertake to lead the playing.

The first step looking toward the band organization was taken today by R. C. Smith, himself a cornet player, who believes that a band would be a good thing for Norfolk in more ways than one. He suggested the project to Will Ahlmann, who has been identified with bands in the past, and Mr. Ahlmann agreed to start out and see what could be done with the project. He declined absolutely, however, to assume leadership of the band and it was his opinion that a bandmaster must come from outside of town to make the organization a success.

It is argued by those who are pushing the organization that Norfolk needs a brass band which can enliven the air about town. Band concerts once a week, it is claimed, would be as effective as cement in bringing Norfolk people closer together. It would lend a cheer to the town that can not be gained in any other way. Band music, it is argued, would give an additional attraction to the farming friends of Norfolk, who would appreciate the feature fully as much as townfolk.

There are bands in almost all of the smaller towns in Nebraska. At Hadar, a town of sixty-seven inhabitants five miles north of Norfolk, there are two bands, each of them first class.

It is said that contributions from the business interests for the maintenance of a band would not need to be large. Whether or not the business men of the city will support the institution, however, is just now the question whose answer, it is claimed, will determine whether or not the band is organized.

Don't you think you'd better let it, When it is raining, rain away, For the sun will be shining bright, If you take Rocky Mountain Tea tonight. Ask your druggist.

HIS FIRST COUNTY.

Dixon County, His Home, Will Vote for Mr. McCarthy.

Ponca, Neb., Aug. 8.—Dixon county held her convention at Emerson yesterday for the election of delegates to the state and congressional conventions. The following are the delegates elected:

To the state convention—John D. Haskel, E. E. Shackelford, F. L. Shoop, George H. Haase, D. A. Paul, W. J. Armour, G. L. Wood, Chris Wischof, A. S. Palmer and O. Butcher.

To the congressional convention—Judge F. D. Fales, Dr. J. M. O'Connell, Dr. G. A. Young, Dr. W. W. Elliott, J. V. Pearson, H. J. Linderink, J. D. Haskel, H. P. Shumway, Henry Lessman, M. F. Brink, Seymour Smith, E. E. Ellis, George Surber, Dr. W. R. Talbot and Owen McQuillen.

The congressional delegation was selected in the interests of Congressman J. J. McCarthy.

The delegation to the state convention was not instructed in favor of any candidate for United States senator but was instructed to insist on a recommendation for senator being made by the state convention.

This is the first county that has instructed for Mr. McCarthy.

SHERIFF TO SELL HOMER ROAD.

Judgments Against it Aggregate Five Thousand Dollars.

Dakota City, Neb., Aug. 9.—Sheriff H. C. Hansen at 10 o'clock on August 9, will offer for sale at public auction all the real estate together with the right-of-way, rolling stock, ties, iron, rails, materials and appliances of whatsoever nature belonging to the Sioux City, Homer & Southern Railway company. The parcels of land include the Talbot Crystal Lake park and a small parcel of land adjoining Dakota City on the north, formerly the property of Charles S. Hollman. The sale is to satisfy judgments aggregating nearly \$5,000 obtained in the district court of this county. The following are the judgment holders: E. R. Gilman, \$1,988.19; Mechanics' Bank of Brooklyn, \$2,892.75; Northern National Bank of New York, \$2,214.50; Western Tle and Lumber company, \$1,706.20. The property was appraised between \$15,000 and \$16,000 by Appraisers M. O. Ayres and John H. Ream.

If fortune disregard thy claim, Don't hang thy head in fear and shame, But marry the girl you love best, Rocky Mountain Tea will do the rest, Ask your druggist.

The man who never tries to trade something he needs slightly for something he needs badly overlooks a "want ad. opportunity."