

The Norfolk Weekly News-Journal

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The dear old wolf bounty is to stand. A bill to repeal it has been knocked out. And some of us will continue to raise wolves with the knowledge that the product may find a ready market.

Norfolk might well invest a little time toward making the coming session of federal court an affair worth while, and toward seeking as best we might to get enacted a law which would require sessions to be held in this city.

In many ways the letter of the law tends to bring up a race of liars in this fair land. Tax dodging has become a commonplace offense and stories told to the assessor are frequently ridiculous. Yet the man who tells the yarn justifies his word by the fact that his neighbors do the same.

A law that creates falsehood or makes it the easy thing, is a bad law. Along the line of pure food legislation has come one proposed bill which it would seem has this tendency. The bill demands that a medicine manufacturer label all remedies as "poison" which contain more than 8 percent of ethyl alcohol.

LAND LEASE BILL.

The Burkett bill on the leasing of public grazing land is a step in the right direction and is one which, had it been in force years ago in place of the law formed by custom on the plains, would have saved cattlemen of western Nebraska, who have done much to build up the live stock industry of this state, from the attacks of the secretary of the interior during the past two years.

The agriculture may lease nonarable grazing lands for not longer than ten years; that homesteaders shall be given the preference; and that land leased can not be homesteaded. This would give some protection to the man holding a permit.

As to details of the measure, it is highly probable that a conference with cattlemen of western Nebraska would prove the most satisfactory in framing the bill; so that no doubt has been held by Mr. Burkett, so that the practical side of the question might be secured.

THE INNOCENT SUFFER.

Harry Thaw's bullet into the breast of Stanford White has dealt more viciously with Thaw's own mother and his own sisters than it did with either White or Thaw. It is a cruel law of nature which makes the innocent suffer with the guilty.

Thaw, indulgent son, dissipated wretch who amounted to absolutely nothing so far as his contribution to society was concerned, shot a bullet as a result of his terrific life. He brought down his victim—a man of real worth in many ways—and he did more.

He brought disgrace upon his mother and upon his family. They were wealthy and highly respected in America and in England. But all their wealth can not buy back the name that was punctured with Thaw's bullet.

It's the case the world over. The bad that we do, though it may reflect upon us individually and bring its penalty, goes far deeper when it cuts down the pride and dignity of those who are also caught up in the net of disgrace thrown down upon the criminal.

Thaw was unkind and ungrateful not to forego the pleasure of killing White, just for the sake of his mother and his sisters.

"UNWRITTEN LAW."

"The unwritten law" will be played up strongly in the coming trial of Harry Thaw for the murder of Stanford White. The law says that Thaw murdered White and ought to die in the electric chair. "Unwritten law" is interpreted as a moral right to avenge by death a wrong that has been done a daughter or a wife. And the unwritten law has been known to stretch into many a commonplace incident.

If there be circumstances which justify a human killing, not now on the statute books, those circumstances ought to be placed in the law by legislators. There is too much of a tendency to justify crimes these days outside the law.

A sticky sentimentality springs up in dramatic murder cases and tends to make a hero of the criminal. Nan Patterson was turned loose and tried to tour on the stage. Thaw, a worthless piker, killed a man whose talents were much superior in many ways to

other men of the world. An effort will be made to drag White down to the level of Thaw. If Thaw had a right to kill White for something that White did, that right should have been secured from the state and not from his own impassioned impulse. The judge and the jury ought to look at the law that man has set up as their guides in determining innocence or guilt. There is too much a tendency to disregard the former decrees of society for just such emergencies.

THE WEATHER MAN.

People of northern Nebraska and southern South Dakota do not agree with the Kansas congressman who recently made a bid for notoriety by getting up in Washington and casting a stone at the weather bureau. This particular congressman, blinded by what is now and then termed as "local pride," was anxious to cut off the weather bureau appropriation because he claimed the service was not correct and forecasts inaccurate. What seemed to be the most painful thorn in his side, however, was the fact that the weather bureau tells the truth about Kansas weather.

America is coming more and more to appreciate the services of the weather man and the recent announcement of Weather Director Bigelow, who is filling the position of Mr. Cox in the Chicago office during the absence of the latter in Europe, that forecasts may very soon be made for a year in advance, in a general way, will be accepted with interest because any announcement from Bigelow, who is the leader in meteorology in this country, is of great significance.

Bigelow has shown during the past few days just what happens in this country when he predicts snow. Saturday he forecasted snow for northern Nebraska. The snow came on schedule time. Monday he forecasted rising temperature for Norfolk on Tuesday and again Tuesday reiterated the same forecast, which was followed by the rise of temperature.

The weather man now and then makes a mistake because there are vast areas from which no reports are gained, thus rendering the service more difficult. But the weather man has shown his value and has come to stay.

SMOOT AT LAST.

At last, after many years of discussion, the senate is to take a vote upon the resolution declaring Senator Smoot not entitled to a seat in the senate. The vote will be taken at 4 o'clock in the afternoon of Wednesday, February 20, and the result will be watched with almost as much eagerness, perhaps, as the verdict in the Thaw trial.

The vote on this resolution will be met to Senator Du Bois of Idaho, who takes delight in rapping the Mormons. In a recent speech he declared that the Mormon church conducts the greatest and most effective political machine in the country; that it is absolute in its power. He further asserted that more than half of the apostles of the Mormon church are today polygamists. He says that a law recommended by President Roosevelt for the punishing of polygamists is laughable, because it can never be enforced. The Mormons own the courts and the judges and the juries, he says, and there would be absolutely no chance of ever getting a conviction on this charge. He tells how Gentile business firms, going into Utah and parts of Idaho, are allowed to establish their stores, but they fail to get the trade. He says that the apostles of the church determine whom the people shall send to Washington as congressmen and representatives, and that unless the candidate is satisfactory to the apostles, he can never hope to make the journey.

The most important point, perhaps, in the Smoot problem is the charge that he has taken a vow to serve the Mormon church in preference to the federal government; that he has placed church interests above his duty to state.

It has been predicted freely that Smoot will remain, because he has a pleasing personality. The vote will be watched with interest.

WILL WORK FOR CONSERVATISM

The halt which has been called from Washington in an authorized statement to the effect that this insane clamor against all sorts of constructive industry must cease if the country is to prosper during the coming years, must be bad tasting dope to Governor Cummins of Iowa and to a good band wagonload of Nebraskans who, claiming to be "progressive" republicans, have been tearing holes in the atmosphere with wild cries against this and against that form of corporation, just for the sake of yelling and attracting the crowd.

There is no time like the time just past for the demagogue to flourish in. And there has been no type of man to make so much noise during the insane months that the country has just emerged from, as the insincere calamity howler, a demagogue if the term ever applied, and who selected for the sake of advertising the choice adjective, "progressive" garb, he has paraded

ed up and down the state ranting about this corporation and that one, showing his teeth and snarling at the railroads in particular and at every established industry in general, and giving forth words hurled with more or less destructive force at the whole fibre of our present day industrial machinery.

In Washington the danger of this anarchistic tone has come to be realized and an effort, it is said, will be made toward turning public sentiment back into sane and conservative channels. And this report must cause to fall the faces of many of the self-styled "reformers."

The country is beginning to awaken to the fact that if we desire capital to invest in constructive projects which will be the making of untapped regions, that capital must be protected from the destructive teeth of an irresponsible public clamor born in the minds of the failures of life and, hunger for some of the earnings that have gone to those men of force and ability and faith enough in humanity to invest their earning powers in uncertain projects that invariably help build up the whole community.

There is little doubt that "reformers" of the Cummins type will continue to snarl and growl and throw bombs, but the word of caution from Washington, showing that President Roosevelt is alarmed at the result of this wave of pessimism and hysteria, will do much to overthrow the unworthy and to bring the republic back to its saner self.

ANOTHER LAND OPENING.

Indian Inspector James McLaughlin of Washington has won another notable victory in reaching an agreement with Rosebud Sioux Indians, and as a result such another rush as was witnessed when Gregory county was thrown open to settlement, may be expected in this section within the next year and a half. Major McLaughlin, as was exclusively published in Norfolk's paper, after several weeks of conference with the reds has succeeded in securing a satisfactory settlement of the terms upon which the reservation is to be opened to homesteaders. Almost twice as much land will be thrown open to settlement as was done in the case of Gregory county, and consequently a larger rush may be expected than was seen at Bonesteel.

Under terms of the agreement which Major McLaughlin has reached with the Sioux, the reds are to be paid \$6 per acre for lands taken during the first three months, \$4.50 during the next four months and \$2.50 for all lands taken after that, including school lands. All children born within the past eight years are to be given allotments. After four years all lands remaining unsettled are to be auctioned off. The opening will be conducted in the same manner as was the Gregory county drawing.

This agreement is practically as was outlined in the Burke bill, recently introduced in congress. Upon this bill the government stood pat despite demands of the reds, who at first insisted upon from \$10 to \$20 per acre.

According to Major McLaughlin there are no real leaders to be dealt with, and the whole tribe felt generally satisfied with the agreement reached.

The opening of the Tripp county portion of the Rosebud will add a great territory to Norfolk's possibilities. There are more than a million acres of land in that county and, after all Indians and their children have been provided for, there will be still something like 700,000 acres to be given away by Uncle Sam.

There is no question but that this land will attract people from all over the United States. The success of farmers who have taken homesteads on the Rosebud will encourage many into the venture and after the big lottery is over there will be about 4,300 more farms in the northwest to cultivate the country and to make for additional prosperity and prestige.

Additional stringing of rails may be expected to follow into the reservation as soon as it is opened, which will add to Norfolk's tributary territory and therefore increase this city's possibilities. Upon whether or not those possibilities are taken advantage of will depend their value. Some worth will result without going after the development offered.

The agreement just secured by Major McLaughlin is one of importance to the northwest, and it should mean as much to Norfolk as to any other point.

PENDULUM STARTS BACK.

The pendulum is swinging back; the tide has turned; from an insane and indiscriminate clamor against corporations of the country, particularly railroads, there is very quickly now to set in a flow toward conservatism in legislation and in public thought with regard to these monster problems which have been viewed only on one side by a large portion of the public, aided by demagogues ready to agitate for personal gain, during the past year or so. And the swinging back of the pendulum is going to come about through an attitude of the president, which is just now being clearly ex-

plained through reports from Washington.

Agitation has been in the air for a twelvemonth or so. From lawsuits in the courts against violators of the statutes, this agitation, urged on by yellow writers in the magazines and newspapers and by silver tongued orators on the platforms, has come to such a grave extremity that the president has come to believe it his duty to call a halt, and he has stepped forth in an authorized interview asserting to the public that this unrest and unwholesome clamor must cease if the country's prosperity is to continue. So seriously does the president consider this matter that he has been tempted to even send a special message to congress bearing upon the point.

There has been incessant complaint during the past few months against the railroads because of the car shortage. Fuel famine in North Dakota has added to the dramatic phase of the incident and the yellow newspapers have lost no whit of the dramatic in studding their sheets with headlines depicting the suffering of the North Dakotans and the cruelty of the North way magnates who had the nerve to sit at home beside a warm fireside. To keep up with some of the journals would have made one believe that the railroad men actually took delight in keeping cool from the frozen north.

Hands were clapped at that as far as it went. The interstate commerce commission emphasized the various points that its prosecution brought out. A little later a series of disastrous wrecks, resulting in the death of hundreds, came upon the country, and there was another outcry—just enough against somebody—but which failed to get at the root of things. Railroads were painted as deliberate murderers, who laughed as they dabbled in the blood of their passengers.

And all of the time, justly enough, too, there was a cry for more cars to haul freight, more tracks for the cars, more engines to draw the trains, better built cars to withstand the shocks of collisions, shorter hours for workmen that the public safety might be better guarded, more expensive block signal service that we might run less chance of wrecks, higher wages for the employes and—lower rates of both freight and passenger transportation. The latter demand exists in many western state legislatures today.

The whole country joined in demanding better railroads and better service and more equipment. Then came James J. Hill to point out that to supply this nation with rails and trains enough to adequately handle the traffic, there must be spent \$5,500,000,000 within the next five years—or \$1,100,000,000 each year. This must be cash, Italians who build railroads work only for cash and cash must pay for equipment and right of way. There must be built in the next five years 55,000 miles of main track and a third more for terminals, etc., making 75,000 altogether, or 15,000 each year.

But where is the cash coming from? That stupendous amount represents thirty to forty percent of the whole cost of the civil war and several times the entire bonded indebtedness of the United States.

A few men can not raise that sum. It must be borrowed and borrowed from Europe. But Europe is not investing in a project which is the target for incessant agitation and destructive clamor of the whole country.

And so, realizing the need of this money and the peril of bombastic agitation that has spread through the land, the president has authorized a statement that he is a friend of railroads and railroad building; that he is a friend of corporations and combinations of corporations, realizing they are a necessity of the times; and he wants it understood that his prosecution of lawbreakers is not to be interpreted as antagonism to railroads or other corporations.

This statement and this attitude mark the beginning of the swinging back of the pendulum from drastic agitation to a more wholesome conservatism.

"EQUALITY, NOT CHEAPNESS."

The Outlook, one of the weekly magazines which has devoted many of its editorial pages during the past year to various reforms that have been projected, and which is a staunch friend of the president, says under the heading of, "Not Cheapness but Equal Rights," that: "The American people are saying, not, 'We want goods carried at lower cost,' but 'We insist that goods shall be carried on terms equally open to all.'"

The Outlook takes up this subject because of an editorial which appeared in the New York Sun, wherein that paper said: "There is general insanity on the subject of railroads throughout the country. On all sides there is an insistent clamor for lower rates for all classes of transportation."

Despite the fact that of more than 300 bills introduced in the Nebraska legislature during the first ten days of its session nearly everyone of them was aimed at railway corporations, and despite the fact that this same sort of clamor is to be found in all

sections of the United States, the Outlook takes the stand that the people are not demanding lower rates, but merely equal rates. And while that no doubt represents the highest type of intelligence which has been lined up in favor of regulations, it is apparent that the Outlook is not really and genuinely aware of the true conditions over the country.

Contrary to the Outlook's statement, there is, as the Sun declared, a general clamor for lower rates on all classes of transportation.

In Nebraska there has been a clamor for destroying the present passenger fare charged by railroads and substituting one which shall be determined by a state legislature. Two cents per mile is the minimum thus far suggested by any of these state lawmakers, but there has come forth no apparent reason as yet why the minimum should not be made one cent or a half cent or less. And this same sort of a tone is found not only in Nebraska but also in South Dakota and in many other states, thus refuting the claim of the Outlook which declares that it is not "cheapness but equality" that is being sought after. And the same condition is found with regard to the transportation of other than human commodities.

A few weeks ago James J. Hill, that venerable railroad builder of the northwest who has done much to develop a vast territory long years ahead of a development that might have come but for the creative force of this individual, wrote a letter to Governor Johnson of Minnesota in which he declared: "It is not by accident that railroad building has declined to its lowest within a generation, at a time when all other forms of activity have been growing most rapidly. Railroads have been made unpopular by legislation; they have been unduly taxed; investors have been frightened; consequently while wealth has increased, facilities for transporting that wealth and making it available have almost stood still." And Mr. Hill points to western legislatures of the present year as proof of his statement that legislative action has made railroads little sought by investors. Along the same line of argument, W. W. Finley, president of the Southern railway, shows how the cost of railway operation has increased. Bridge timber, steel rails, locomotives, passenger coaches, freight cars, coal cars, labor, taxes—all have increased in cost, besides the excessive verdicts of juries in personal injury cases and the heavy penalties assessed by many states on carriers for failure in service.

Engineers only last week received an increase in pay. There is a general demand over the country as a result of recent wrecks and deaths, for steel cars that will be more expensive, and for more expensive safety appliances, to say nothing of increased trackage. And simultaneously with this demand for the additional expenditure of millions on the part of these investors, come state legislatures on all hands with destructive measures seeking to tear down the income to these companies.

The wonder is that state legislatures and congress have not yet taken up for government regulation the supply of bread, the printing of newspapers, and the operation of every other form of industry which has to do with the public life. There is as yet no apparent reason why we should not legislate for government ownership of the newspapers that the public might get its reading at below cost, just as it now gets some of its stamped envelope printing. Or why should we not attack every single industry that exists and pass laws to regulate them and, if we choose, fix the prices that shall be charged by them? Why not pass a law that no magazine shall charge more than \$1 per line for its advertising, and not more than six cents per copy?

Perhaps the reason lies in the fact that these suggestions have not been made and advocated column after column by the "reform" newspapers of the country, and magazines.

It may be that there is a faction of the "reform" element which is merely seeking to get equality from various industries, but state legislatures prove conclusively that much of the agitation has been misunderstood by the lawmakers of various commonwealths and that destruction of rates and substitution of lower charges, regardless of constitutionality or of the justice of the thing, in the light of the increase demanded in the cost of operation, has become the tendency of the times.

It is an easy matter to follow the crowd and do what the crowd does; to throw up one's hat when the leaders yell; it is a difficult matter to strike a just and conservative conclusion in regard to public topics and to reason it out independently of the crowd or of public clamor. The Outlook and other leaders have apparently been misinterpreted by the public and the statement that equality merely, not cheapness, is wanted, ought to be pondered over by some of those drastically favoring destruction.

AROUND TOWN.

This grip weather is hard on people

who have their handkerchiefs washed by the dozen.

Human ears get immune to alarm clocks.

When you don't remember for sure, don't say it.

When the Auditorium originally opened, the manager made a speech.

We're thinking of starting a newspaper entitled, "The Daily Sadie Poem."

The biggest bow in the hair, without a crinkle, is the aim of every proper-spirited girl just now.

This is the first genuine fall of snow that winter has had the nerve to spring on us. Some'r' genuine and some'r' not.

If your nose felt chilly in that 15-below weather, just think of the people at Bonesteel, where the mercury dropped to 23 below.

George Must Be Careful—George called at Mrs. Warner's home Monday. We will have to keep an eye on that chap, eh, Elmer.—Correspondent, Creighton News.

Norfolk belles who had new gowns made for the Elks annual ball have had a taste from the cup of disappointment that is flavored with the real sting, now that the ball has been given up.

The fellow who claims he saw Alberta Gallatin in "Dorothy Vernon of Haddon Hall," for fifty cents at Grand Island, made only one mistake. Alberta Gallatin never stopped five minutes in Grand Island in all her life.

Lincoln Star: Norfolk deserves praise. Local advertisements have been painted off the theatre drop curtain there and a new curtain installed, with a scene painted by scenic artists. The theatre floors have been carpeted.

Mineral spring people tell you to drink water every little while because it's great stuff. A Norfolk physician says to drink it never, because it makes the bones and tissues flabby. Nature, after all, is a pretty good gauge. Nature gave us a thirst that ought to tell us what to drink and when to drink it.

When you lose your watch at night and find it in the street next morning, you hardly know whether to feel unlucky for losing it, or lucky for finding it. Perhaps the philosophical way of looking at it would be to consider yourself careless for having a hole in your pocket, and lucky to have learned the lesson with only the mental anguish as a fee.

Table with financial data: First night's experience: Total receipts from sale of tickets to the public \$468.00. Paid Alberta Gallatin company 500.00. Lights, orchestra, stage hands, fuel and other expenses of opening Auditorium 28.50. Deficit 70.50. Total 528.50.

ATCHISON GLOBE SIGHTS.

To most men all whisky tastes alike—bad.

Many a day seems to be a failure up to noon, and then turns out all right.

There always seems more excuse for a man to beat a mule than to whip a horse.

If a man abuses the authority he has he is pretty apt to think he should have more power.

A man who is a connoisseur in the matter of cigarettes, never knows much about anything else.

It is safe to bet that a man is genuinely polite if he is that way in talking over the telephone.

A woman has this way of judging whether a looking glass is good glass. If she looks pretty in it, she concludes it is good glass.

Women come nearer enjoying sickness than anyone else, but they will never be thoroughly satisfied in the role of the invalid until doctors have bargain days.

The only reason some men care to succeed is to be able to show their superiority to their enemies.

Almost any married man can make his friends smile by saying he is perfectly free to do as he pleases.

A plain girl who carries a large line of smiles hasn't much to fear from the pretty girl with the solemn face.

Physical culture would become more popular if there were exercises that could be taken while sitting in a chair before the fire.

The girl who takes a week's time to consider a proposal of marriage, is another creature for whom we are largely indebted to fiction.

When a man is sick his women folks say confidently to those who inquire: "Oh, all that's the matter with him is that he's been eating too much."

When anyone attempts something difficult, or unusual, and fails, people say: "That will teach him a lesson." Are there no lessons in success?