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**UNION DEPOT ACCEPTABLE.**

The point brought up by a Norfolk man with regard to a union depot in this city, to the effect that concentration of station work would reduce the number of families here, is offset by the many arguments that could be brought in favor of such an institution. And it is doubtful if a very great reduction in force would result, since the added business would require more than enough men to handle one station at present.

But a union depot would mean much to the city in other ways. It would bring people into the city at an inviting center, and the union station would be enough of an advertisement, in itself so far as the traveling public's eyes are concerned, to offset the reduction in force. A handsome union depot, presenting a creditable picture to new arrivals, would give the first impression to the outside world, and they tell us that first impressions are lasting ones.

Again, a union station would bring people into the city at a point convenient to Norfolk's business interests, so that, by the time saved over former long transfers, the business houses would be visited and would get a benefit every day of the year.

With a union station up town, convenient to the city, more people would feel like visiting Norfolk. As it now is, people from the main line of the Northwestern dislike to start out on the journey because they know that as much time will be taken in getting up town as is required in getting to Norfolk.

All in all, Norfolk would take a union depot without much protest, if it were offered as a Christmas gift.

**PARTY ORGANIZATION.**

Deserted and ignored by radicals who had selected themselves as party chiefs and his close supporters and helpers, Governor George L. Sheldon of Nebraska, solid and cool headed, has refused to abandon the principles which he advocated in his campaign speeches and which were placed into the republican platform for him and others of the party to stand upon. And word comes from Lincoln that, out of the confusion and the groping about in the darkness, new leaders of the party are being sought to replace those who have utterly failed and who have, by their erratic methods, very materially disintegrated republican party organization by joining the populists and democrats to fight against their own party and their own governor.

To such an extent have some of the self styled apostles of reform gone in their madness that the democrats of the state are already said to be laughing up their sleeves at the trap which worked so well. And, after the legislative confusion is over, it is predicted by those who have kept their fingers on the pulse of parties, that the democrats and populists alike will carry out their plans to further disrupt republicanism in this state, by pointing out—and clearly, too—that party lines have been cast to the winds and that there is no further need of party loyalty.

It has been a neat trick. Flattery and applause from the galleries have swept some of the members of the grand old party off their feet and their heads went swimming. Popular clamor, beating a bass drum for this and that drastic act, without regard to soundness or the sanity of it, has driven many an intelligent public man who knew better and who knew he was shirking a public duty, away from his wharf into the other man's harbor. It is one thing to be sent hither and thither for the sake of the handclapping, and quite another to keep the ship headed in the level headed direction.

Governor Sheldon demonstrated his courage of conviction. Even the drastic newspaper "reformers" which, having flopped from one extreme to another with the popular hysteria, had deserted him and his platform, were forced by his stand pat courage to take off their hats to him and admit that he could not be blamed. And in that admission, they condemned themselves as traitors to the republicanism that chose Mr. Sheldon as its leader. And the very stability of the governor forced them to admit that he was right and that they had been guilty of desertion.

There is grave need of watching party organization at this time. In spite of the popular cry, largely propounded by the minority party, that party organization is no longer needed, it remains a fact that nobody has yet been found who could suggest a better method of carrying on the politics of this government.

It is a dangerous thing for a party faction which claims to lead its party,

to stall ahead and desert its own party's platform, as well as its own party's governor, for the sake of trying to punish the industry or that, or for grandstanding. Republicans of Nebraska have strong reason for watching their party organization at this time. The desertion of a few has given satisfaction to the opposing parties, and will injure the republican party's interests unless precaution is exercised.

**THE REDSKINS' INTERESTS.**

Some of the nation's preserves down east, near the strip of land now worth billions as the center of Gotham but bought for \$24 from the redskins in years ago, have been greatly worried lest the white settler should come out here and settle up Tripp county's million acres as they ought to be settled, without giving poor Lo silver coins enough to spend for a good sized jag. They consider \$6 too small a price to pay for an acre of the unbroken prairie and point to the value of Gregory county farms today, after the hand of civilization has turned it into productiveness, as argument against the lottery which is, with President Roosevelt's official sanction, to be pulled off in these parts about a year from now.

Lands worth \$10 an acre out in the desert have been converted, by irrigation, into lands worth several hundred dollars an acre. But it took brains and toil and science to wave the magic wand that brought about the change.

Lands in Tripp county may be worth more than they will cost the settlers. The Sioux wanted \$20 per acre for them. But the nation's reformers down east should remember that the men who go out on these acres, have to build their homes and till the soil and earn those lands if ever a homesteader did earn his land. There is no charity business about this lottery game as it is worked in the Rosebud drawings. A man surely gets his money's worth in land, but he has to give his time and his labor to the government in return.

These lands are worth little to the reds as they stand today. It will require white hands to put dollars into these prairies. It is the duty of the government to open up these lands that the citizens of this country, ever seeking new homes, may be given opportunities to earn homesteads. It is the government's duty to cultivate the virgin prairies up in Tripp county and make them help do their share toward producing the world's breakfast. There is only one way in which this can be done—and that is to throw open the lands at prices which will attract white men from their already comfortable homes and lead them off into the frontier to help do the work that the pioneers always have to do for the generations that follow.

The Indians are the nation's wards. Dollars mean little to them, and ought to mean little. They are entitled to homes and comforts and their livings. This is owed to them whether the government sells their lands for high or low prices.

The government is not harming the red man in the transaction, for he must be cared for in any event. Opening these lands to settlement at fair figures, on the other hand, will be performing a proper service to mankind.

The Outlook and others ought not to waste their tears over problems that are being cared for with the white man just as fairly treated as his copper colored cousin.

**THE GOVERNOR'S POSITION.**

Wednesday morning the new two-cent passenger fare law, just enacted by the Nebraska legislature, will become effective. Whether or not we shall be able to buy a ticket at two cents a mile remains to be seen. The law will go into effect without the signature of Governor Sheldon, but it will not be blocked by his veto. Several interesting points will be watched in connection with the new law by the public.

Governor Sheldon takes the position that the law had no business to be enacted by the legislature—that the regulation of rates on railways had been expressly and constitutionally delegated to the new railroad commission, and that for the legislature to take into its own hands the matter of thus reducing a passenger rate was usurping some of the rights that had been turned over to a commission created for that purpose. And because he does not believe that the legislature should have passed the law, Governor Sheldon refused to sign the bill.

On the other hand he did not veto it. He took the position in this respect that many of the legislators had voted for the bill not because they believed it the thing to do, not because their business judgment told them that this was the sane way of going at the matter, not because they believed that it was the fair thing to do without investigating thoroughly, but purely and simply because a wave of popular sentiment swept at them and they lacked the courage to get out of its way. The governor believes that

many of these solemn, who thus got into the band wagon without considering any other phase of the question, hoped down deep in their hearts that when the bill went to the executive chamber for gubernatorial signature, it would be blocked by the man occupying that office and that thus the enactment would be held up, while they, the people's representatives, would be patted on the back as "reformers."

But Governor Sheldon fooled the lawmakers who had him down in the dope sheets for that move. He refused to assume the responsibility of turning down the bill that had come to him with pretty nearly unanimous vote from the legislature. The legislature had voted for it, and he declined to be made the tool to destroy it.

He did not believe the bill should have been passed. But he declined to act as sponsor for the lawmakers and, by allowing the bill to become a law without his approval, he has placed entire responsibility for its enactment upon the house and the senate.

It remains for the investigation that should have been made by the legislature, just as was made in Wisconsin, before final action, to be taken by the courts. For it is stated in a dispatch from Chicago that the new law will be fought in the courts by the railroads. In Wisconsin the roads accepted the reduction of a half cent ordered by the Wisconsin railway commission after a year's investigation. In other states there was practically no investigation into the soundness of the legislation, the reduction was greater than in the badger state, and in other states it will take a legal battle to test the foundation of the measure. Governor Sheldon believes that a commission appointed to investigate such matters, should have thoroughly investigated before acting, in order that their act might have solidity to stand up.

Another feature of the case which is interesting is the emergency clause. The interstate commerce railroad enacted by congress last winter, says that no change shall be made in any railroad rate without thirty days' notice being given. The new law in Nebraska, carrying the emergency clause, says that it shall be effective Wednesday morning. Here again is a conflict between state's rights and federal authority. Which shall prevail?

In case the law should go into effect, one point that the country towns will watch closely will be the effect in diminishing local trade. Country merchants and country residents, all of whom are or ought to be enough interested in their own communities' growth to spend the money they make at home, with the other business folk who are trying to upbuild their own towns, will be anxious to note how many more of their patrons ride into Omaha on the new two-cent rate, to do their shopping, than before. It will be a feature worth taking notice of.

And, in the meanwhile, the whole public will watch the freight-rate effect with interest. If the two-cent fare should not prove enough to support passenger service, as the Wisconsin commission says it would not in that state, the whole public would expect to pay for the passenger trains in freight cost, and the people who never travel very much, anyway, may not like the idea as a theory. That's why they will watch it in practice.

Again, the effect upon improvements which these western towns in many cases badly need, will be watched. It is announced from railroad offices that railway managers will not be in a mood to spend any more money building up improvements, with prospects of having their incomes further cut, and the west, which wants more rails and better depots will keep an eye for this reason on the two-cent fare bill.

And there are other reasons why the new law's effect will be watched with interest and even anxiety by business interests. For this fare bill is a fire on one end of a candle, which also has fire at the other end. The railroads are the candle and there is a burning process going on at two extremities. For, while the legislature are enacting a law to reduce passenger incomes one-third, railway trainmen in Chicago have just demanded more pay from these self-same railroads, to say nothing of the demands of telegraph operators for a reduction in one-third their hours, after recently having asked and received an increased wage. Laws in state and national legislatures have been pushed hard seeking to reduce telegraph operators' hours to eight a day, thus making it compulsory that railroads hire just one-half more men for this service. To say nothing of the problem as to where these extra men will come from when all men are rare today, or the problem as to just how much efficiency must be decreased in order to train a half more operators.

The new wage depots, there comes the question of just how much legislation is going to be required, in reducing incomes and increasing operat-

ing expenses, before the crop of receiverships predicted by Mr. Shonta, shall come true and give the nation a start that will affect the nerves.

**A DRAMATIC CONGRESS.**

The fifty-ninth congress has come to a close. With its termination has come the end of the first half of President Roosevelt's administration. Seldom has a congress given rise to so much discussion. Seldom has one sent out so many newspaper columns of interesting reading, seldom has one enacted so many laws whose effect has been felt the length and breadth of the land. It has been a dramatic congress of conflicts which have placed men usually calm and deliberate, in drastic and impassioned roles. It has been a congress that has kept the galleries filled with interested spectators—and at times the fray became so furious that the galleries were cleared. The lie has been passed frequently and sparks have flashed. There has been the clash of steel and some of the duels have left still gaping wounds. And with the battle's excitement cleared away, the country finds the statute books loaded with many laws that were not there before—laws that are charged with the power of dynamite and which are vastly sweeping in their power.

Among the most conspicuous laws enacted by the Fifty-ninth congress may be mentioned the railroad rate bill, the pure food bill, the meat inspection law, Japanese exclusion, immigration bill, increased pay for members of congress, cabinet members, postal clerks and carriers, the remission of tax on denatured alcohol, the law restricting the hours of labor for railway employes, the Aldrich bill providing for a reissue of currency in lower denominations, the appropriation of \$83,000,000 for rivers and harbors, and many others.

Bills of greatest local interest in this section have been the Nebraska federal judicial division bill, the Tripp county land opening bill and the grazing land lease law.

In the more conspicuous measures a tendency on the part of the government has become apparent in greater centralization of authority. The railway rate law, the pure food law and the meat inspection law have all taken certain powers which states formerly thought they owned, and given them to the nation. Centralization of power, first advocated strongly by Hamilton when the constitution was being framed, has never arrived at the point now known in this country.

The railway rate law, regulating interstate commerce, is almost unlimited in its donation of authority to the federal government. It has given to the interstate commerce commission the right to regulate railroad rates for interstate commerce and to fix such rates as "the commission shall deem reasonable and just." There is most extraordinary power, therefore, given to the commission. The chief object sought in the passage of this law, President Roosevelt says, was the correction of discriminations and not the lowering of rates. Under their new power, the interstate commerce commission are investigating various cases of alleged discrimination. In a local way people of all states have felt the effect of this law with regard to passes, which, for interstate trips, were prohibited by this law—excepting in the cases of a considerable class of citizens, who are specifically excluded from the anti-pass provisions. This law has been supplemented in Nebraska and other states by similar anti-pass laws and by the creation of railway commissions which, acting as the interstate commerce commission does in interstate commerce, shall regulate rates for intrastate commerce. Newspapers and magazines, which formerly exchanged advertising space for railroad mileage, have been prohibited from making such contracts under the new laws and the constitutionality of this ruling by the interstate commerce commission is now being tested by a friendly case introduced by the Monon railroad in Illinois. This case, it is believed, was introduced by the federal government, which holds a receivership over the road that owns the Monon, in order to determine the solidity of this interpretation of the laws.

Ambassador Bryce, who has just been sent to Washington by Great Britain, once wrote a book in which he dealt humorously with America's attitude toward their federal government. He said that the federal government was something looked upon here as a sort of foreign affairs department. Mr. Bryce returns to find the federal government fixing rates on railroads, snatching deadhead pasteboards from the specially privileged, telling us what to eat and what not to eat, and pointing its finger at the word "horse meat" where horse meat instead of milk fed chickens is intended.

The federal government's assumption of more power than it used to own has been felt in no more notable case than in the pure food law requiring only the truth to be placed on labels of foods and drugs used in interstate commerce business, compelling them to put in print on the compell-

ing names of ingredients used and protecting not only the public but also the conscientious manufacturer of foods and drugs from the adulterations and deceptions due to the fraudulent concerns. This will not cheapen the cost of living. It will raise the cost for the reason that not so much acid will be used in the place of pure maple syrup. But it may incidentally save the stomachs. The law is being supplemented in many states by state laws which will afford the same sort of protection for intrastate commerce. The tendencies of some state legislatures to even go beyond the national congress in drastic measures, has set many to thinking that intrastate and interstate interests alike must be placed in the central authority.

The tax on denatured alcohol has been removed and it promises to become a boon to the farmer. For years there has been an effort to secure remission of tax on alcohol for use in mechanics and arts, but it remained for the Fifty-ninth congress to exclude "denatured" alcohol, or alcohol containing a poisonous ingredient making it unfit for a beverage, from internal revenue. As a result it is said that farmers will be able to make alcohol for burning purposes out of potatoes in their own dooryards.

The immigration law has been amended and was passed in order to allow the president to exclude coolie Japanese. It is probable that trouble with Japan was averted in this way.

Among the notable things done by congress was its refusal to accept and adopt the reform spelling which the president attempted to thrust upon that body. And congress, clinging to the old way of spelling words as our fathers taught us, won out against orders from the white house. The president announced last summer that he would adopt the reform spelling and would use it in his official correspondence. It was an effort to force the new mode upon the public, but the public is using the typewriter in the same old way.

The president has punctuated the first half of his administration with several lively incidents. There was the episode when Mr. Roosevelt and Senator Bailey passed the lie in rather heated fashion. Then there was the Bellamy Storer affair and the letters headed "Dear Maria," in which the chief executive mixed up his personal and his official capacities to the amusement of eighty millions of people.

And the Brownsville affair must not be forgotten. More than ordinary interest attached to it because the troops were known in this part of Nebraska. It was a new thing for a president to do, to discharge a company of soldiers in a wholesale way, and he admitted that he superseded his constitutional authority when he tried to deprive the disgraced troops of their civilian rights. Otherwise, though, his legal right to discharge the men was not questioned. Tillman and Foraker flashed fire in this debate and the negro problem, many decades old yet still unsettled, came into the open for considerable discussion. Nothing to settle it, however, resulted.

One of the notable features of the session was the increase in congressional salaries. It was done in a cowardly manner. The house first voted against the bill, through cowardice. Then they were forced to act if they wanted the money. They flopped in their original vote and raised their own pay. And even at that it is apparent that they have not raised it enough, if the resignation of Senator Spooner of Wisconsin is to be considered.

Much that has been done in the Fifty-ninth congress has been revolutionary, so far as previous custom was concerned. Much that has been done by this congress has been seriously questioned by eminently able constitutional jurists as to whether or not it was within the power of congress. The constitutionality of certain measures has been seriously and sincerely questioned by men who are entitled to respect in their opinions. It has been a congressional session filled with turmoil and unrest, and that turmoil and unrest have extended to the utmost boundaries of the nation. Some of the dramatic things said by some of the agitators in congress have spread to the ever-susceptible demagogues in both private and public life, and speeches have rung with eloquent appeals which, exaggerating conditions, have had a positively dangerous effect upon the business of the country. Irresponsible magazines and newspapers, craving only bigger subscription lists and willing to use insincerity and red flags for that end, have put into the headlines hypnotic suggestions filled with dynamite and bombshell danger, until a portion of the eighty millions of people in this nation have come close to the edge of anarchy's stream. War paint and false alarms that have sprung up here and there from drastic cues that emanated from Washington, where the Fifty-ninth congress sat, have had full sway unchecked, and have unquestionably had to do with creating a state of public unrest, in the face of the most prosperous period the country ever knew, which give every reason for se-

rious thought among the intelligent and constructive people of this nation.

On the whole it has been a busy and a dramatic congress, a congress that has kept the galleries well filled and the reading public furnished with lively gossip.

**AROUND TOWN.**

It is now Congressman Boyd.

As we said before, the Yankton & Southwestern struck into Nebraska at an unfortunate moment.

Even Nebraska's snow is good to look at. That which fell this time looks like whipped cream.

Members of the Lazy club at North, who gave a dinner to poor children of the city, received 1,000 thanks for the effort.

The superstitions are not all dead. An Omaha man who came to Norfolk carried a potato in his pocket. He is trying to drive away rheumatism.

There is one thing about that Butte headless rooster that is a puzzle. With the bird's head gone and eyes too, how low on earth can he see that he has a sore neck?

If that O'Neill minister's suit for \$13,000 should be won, Norfolk won't expect any depot at all.

The New York-Thaw case has quit filling the papers but the Norfolk thaw case fills the new drainage ditch.

Railroad men figure that the weather man has been their only friend in the government service.

Brownsville, Storer, reform spelling. All gone. But Norfolk is thinking of paying, completing the sewer, electing a mayor, and entertaining the teachers. All is not dead.

A Boston man says the center of culture has moved as far west as Chicago. Chicago agrees.

Harry Thaw at least had sense enough to want to keep out of an insane asylum.

The Thaw trial has been reduced to small heads in the newspapers, but a city election is approaching in Norfolk.

Which are you betting on—New Dallas or Gregory?

To get a Norfolk man to run for mayor is like getting a girl who knows how to play the piano before "company."

We'll all have to take a train ride now in order to save that extra cent a mile. Here's where we get even with the railroads.

Who could be more lucky than a man elected to congress just after the salaries had been boosted \$2,500 per year? Boyd is that man in Nebraska.

We'll all have to take our lunches when we attend the North Nebraska Declaratory contest this year. The last number—23—will have a meaning.

When you get careless enough to leave your rubbers on the front porch on a moonlight night in Norfolk, you wake up to find them buried with snow.

There is nothing more annoying than to step upon a road that looks frozen and sink through the deceptive crust to ankle-deep slush—unless it is to do it again.

"I am glad Sadie's lambs left for Sioux City," said a Norfolk man. But the preacher's lost trunk has closely followed into the lamb's nest. It's a frivolous world, after all.

No typewriter salesman could hold his job unless he could sell any machine on earth to a wooden Indian, with the buyer convinced he had bought the best machine ever made.

**ATCHISON GLOBE SIGHTS.**

No busy man is as busy as he thinks he is.

Occasionally you meet a man whose laugh is enough to cause the thermometer to fall.

It is another sign of old age when you begin to look for something which will keep you young.

Talk about good roads always seems more popular in the winter time when the ground is frozen.

If people were hung for kicking, the average traveling man would be kept dodging the rope.

A man thinks of a lot of different things when he marries, but alimony is never on the list.

The man with an extremely long beard is prouder of it than a woman is of a good complexion.

The more disreputable a pipe looks and smells, the dearer it is to its owner.

Some men are so contrary they could be safely guaranteed to hang any jury.

You can usually tell a man and his wife at a dance by the devotion they don't show each other.

Ever occur to you that many of your sorrows are silly sorrows? That is, sorrows that are not important?