

**The Norfolk Weekly News-Journal**  
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There is reason for congratulation in the fact that, even with the new issue of \$24,000 school bonds which are to be voted upon by Norfolk next Tuesday, the city will actually have less of a burden to carry in this regard than it has borne during the past. There will be enough money in the sinking fund by next July to pay off \$25,000 in bonds now outstanding so that, even with the new \$24,000 bonds, the school district's indebtedness will be decreased \$1,000.

There is no reason why the republican city ticket, recently nominated, should not receive the entire support of the republican party in Norfolk. There is every reason why unanimous support should be accorded.

There are no vital issues at stake in the election. Voters will select men to conduct the affairs of the municipality for the coming year. Men of clean character and business integrity will be elected, whichever side wins. There is no attack possible in this campaign upon personal candidates. The matter resolves itself largely into a party affair.

J. D. Sturgeon, republican candidate for mayor, will, despite argument to the contrary, be in his office practically every day in the year from now on and, if elected mayor, will be able to give unlimited time to the service of the city. He has energy with which he has built up his name's fame all over this country in a business way, and that same energy will be put into the mayoralty work. He has never before been a candidate for any office but, having been induced to make the race for mayor of Norfolk, he is entitled to support. He has taken the nomination with no strings attached to it in any way.

Is the first noise of presidential battle to spring from Ohio's field of statesmen? Taft has been strongly mentioned as a possibility. In fact he has issued a statement and he has received encouragement from Kittredge of South Dakota and others. Taft is from McKinley's state. But Foraker, too, lives down there. And the presidential bee has been buzzing about Foraker's bonnet. He has just issued a challenge to Taft for a battle royal, the man receiving a majority of votes at a primary to be given the state's support in the national convention. Aside from these two candidates for the republican nomination, a number of others are being mentioned. Among them are Hughes, Root, Cortelyou, Cannon, Fairbanks, Cummins, La Follette, Knox and Crane. The nearest one to Nebraska is Cummins, of Iowa, who could never carry the west because he has no principle excepting to boost Cummins.

**WANTED—AN INDUSTRY.**  
 More and more, despite the opinion of James Wilson, secretary of agriculture, that there is a good opportunity here for a sugar factory, it becomes apparent that if Norfolk's new idle sugar factory buildings are ever to be used again for anything, it must be some industry other than the sugar plant. One of the most important features which are tending to make sugar production difficult in Nebraska is the new child labor law, just passed by the Nebraska legislature, and which will now go to the governor for his signature, prohibiting children from working in the beet fields.

When the sugar factory was located here most of the beet work in the fields was done by children. They earned from \$1 per day to \$2. Men can not be employed for work at that rate.

The scarcity of help in thinning the beets would simply prohibit beet culture and as a result factories would be compelled to close, just as the factory in Norfolk did close some time ago for lack of beets.

It has been more than two years since the sugar factory in Norfolk was dismantled. Norfolk has had many dreams since as to what might be done with the building. Today that is one of the most vitally important problems that the community confronts. In seeking new investment in new industries, Norfolk is bound to be met on every hand with a finger pointing to the ghastly walls north of town.

Ought not some real genuine effort be made by somebody toward getting a new industry started in those hollow walls? Yes, the city seems pretty well agreed upon that. But has there been an effort made to that end? That's a different matter.

structure stands silent and gloomy and alone.  
 Is there no way in which Norfolk can restore life and the throbbing industry to that magnificent factory building?  
 It would be worth employing an energetic Commercial club secretary for a year if that alone could be accomplished.

**THE "UNWRITTEN LAW."**  
 It's a slow county today that can't produce a Thaw case. From here and there and everywhere come telegraphic messages telling how this or that or the other murder case has been similar to the Thaw trial in that the defense is based on "unwritten law." In many instances that unwritten law being the appropriated right to avenge a wrong that has been done to womankind.

Down in Virginia there was an acquittal not long since on the basis of "unwritten law." Down in Missouri Arthur Sanderson, who shot down a physician who, the defendant claimed, had wronged his wife, has just been set free. And even in our own state, over at Ponca, a murder case is being tried in which Thaw's "brain storm" is being imitated in an appeal for a lunacy commission.

If all this aping of the Thaw trial signifies anything more strongly than the American's readiness to take up a new idea propounded by some momentary hero, it is the fact that, if there is an "unwritten law" it ought to be put down in the books. Aping of Thaw defense with success must have a tendency to increase the murders prompted by this so-called "unwritten law." And there's the harm.

If there are situations which warrant the taking of human life by a private citizen, other than self defense, then society ought to get together on those situations and put them in black and white, that we may know where we get off and on in this "unwritten law" proposition.  
 There ought to be no discrimination in the matter of setting free these murderers backed by unwritten law, and for that reason the exact causes which give justification for putting a bullet into another, if there be any, ought to be put down in black and white and published to the world in order that it may, like the two-cent fare, be taken advantage of by all alike.

**BURTON'S "REVENGE."**  
 The presidential bee is buzzing. Bryan seems to be the only man whom the democrats will even think of when it comes to their national convention. Republican action is in the air. President Roosevelt has declared many times that he will not accept a nomination for third term. Taft is apparently his favorite candidate. Many believe that the president can not be induced to accept the nomination. A few hold that he will take it when the time comes. Some of the eastern papers declare Taft will not be the man because he cannot carry his own state. One prominent eastern paper says that Hughes or La Follette are the strongest possibilities.

It is said that President Roosevelt employs a clerk who does nothing else but send letters to people over the country who have been writing to insist that he accept a third term. In the note containing his reply, the president thanks his admirers but states that he has not in the least changed his mind since the night of election in 1904. In view of this positive statement from the white house, the following bitter statement from Joseph Ralph Burton, the Kansas senator just out of jail, is interesting as showing the senator's way of "getting even" with the president, but this unjustified rant will not tend to increase the popularity of Mr. Burton:

"A master hypocrite, he can successfully mislead the public into the idea that he is for some one else for the nomination, but when the times comes he will be the candidate. He has already succeeded in making the party leaders declare that the Roosevelt policy must be pursued. The next thing we will hear is that if the Roosevelt policy is to continue, Roosevelt is the proper man for the nomination."  
 "That is precisely what Roosevelt is hoping to see happen, and from the outlook it does not appear he will be disappointed. He has killed off La Follette by being friendly to Spooner. Shaw was sidetracked when Roosevelt took up the cause of Cummins. Shaw saw the handwriting on the wall and left the cabinet to accept a position in New York. Foraker has been attended to by the president's apparent friendliness to Taft, and who is left in the race? No one but Roosevelt."  
 "He is using Taft like a flitting wife would impose on a foolish husband—to cover up her unfaithfulness. When the time comes he will cast poor Taft aside and accept a nomination for a third term, which he hopes will be thrust upon him."  
 "Taft is not big enough for the presidency. He is simply a tool of Roosevelt, who may throw Root into the race to make the waters muddy almost any time. Cortelyou also may be shifted into the race, but none of them can be taken seriously, save Roosevelt, who, though not openly a candidate, is playing his cards to bring about his own nomination for a third term, and he will get it."  
 "Roosevelt is too shrewd to declare

himself a candidate. If he did he would be out of the race the moment he announced his candidacy. He wants the nomination to be 'forced,' as it were, and he will accept it with open arms.  
 "We read in the scriptures about the Savior healing the leper, curing the sick, making the blind see and the lame walk, but nowhere in biblical history do we read of Christ either forgiving or curing a hypocrite. The disease is one which grows on a person as the years roll by and it is incurable."  
 "There are two kinds of hypocrites. One is a smooth, oily, scheming, humble individual, of which Dickens' character, Uriah Heep, is an immortal example. The other is the brusque, bulldozing, bold type, of which no better example can be found than Theodore Roosevelt."

**NORFOLK AND GOOD ROADS.**  
 The only criticism that can be heard anywhere regarding Norfolk relates to the city's streets. A muddy main street has created a bad impression of the city and a muddy street between the business center of the city and the Junction, has given a long and tedious ride which has in no way helped the town's fair fame along. Both of these difficulties are to be overcome this year.

The city council has already ordered that Norfolk avenue be paved from the bridge to Seventh street on Norfolk avenue—a distance of eight blocks. That paving will be completed before the first day of next October.

A gravel roadway will be built to the Junction if present plans are carried out. Money for the work has already been subscribed for one street and residents of another have expressed their desire for the same improvement along their thoroughfare. For the past several winter months the city has been experimenting with a gravel roadway between Norfolk avenue and Madison avenue, on Fourth street. Many who are deemed qualified to give worthy judgment in the matter say that, if the gravel were put on more thickly than it was in this block, a permanent highway could be made which would give good service in all kinds of weather. It is necessary for the city's welfare that this permanently good road between uptown and the Junction be constructed, and Norfolk needs it now.

When the summer is over and two new roads are built, a paved main street and a gravel First street, as well as perhaps a gravel Fourth street, the principal objections that are found to the town today will be done away with. For when fall comes Norfolk will be able to boast all modern improvements—an extensive sewerage system, waterworks, electricity and gas, permanent sidewalks, and good roads.

And Norfolk will find that there is more gained from good roads than the mere comfort of living. There is no city or town which can not, because of the personal acquaintance possible, easily compete in a business way with mail order brands. But in order to gain the maximum trade from a territory, the towns must bring the farming district as close to them as possible. Good roads will do this more quickly than any other agent.

By building a permanent road to the Junction, Norfolk will bring Junction people closer to the city. By building better roads to the farms, Norfolk business interests will be brought closer to the farms.  
 And by building paved and graveled roadways everywhere, Norfolk will make itself a city much more desirable as a dwelling place.

**ENTITLED TO SUPPORT.**  
 One of the principal reasons, it is said, which has made it difficult for republicans to find candidates for municipal offices in Norfolk has been the fear of defeat at the hands of that very party. If the republican party in Norfolk hopes to get the right kind of men interested in the honors that come through election to city offices, members of the party must stand behind their nominees and elect them.  
 No reasonable excuse can be offered by republicans in Norfolk for deserting the party in this campaign. The matter of friendship for men on the other ticket is not an excuse. We are all friends in this election. It is a campaign of neighbors. Candidates were induced to make the run, by their party conventions. There is no ground for malice in any degree. It is to be a quiet campaign and a friendly one throughout.

There is every reason why the republican party should be given a victory this spring. The democrats have been in office for two years. Republicans are entitled to a chance at the city government. Mr. Sturgeon promises to do his best to give the city a good administration if he is elected. The republicans have nominated a strong ticket.

Mr. Sturgeon has lived for twenty years in Norfolk. His interests are here. He will be at home in the future more than he has been in the past. His enthusiasm in an undertaking has been demonstrated during his life in the city. He should have the solid support of republicans—and that will mean his election. He is entitled

to the party vote. It is the party duty to be loyal to this ticket.

Chris Anderson did not seek the nomination for city clerk. He was selected for his merit. There are many reasons why he should be elected. He has grown up a Norfolk boy. His life has been a clean one and he is just starting out as a young business man of the city. He has established a home here and here he expects to keep on living, as he has for sixteen years. He was educated in Norfolk's own schools—and Norfolk is proud of the young men who have gone forth as a credit to the city's schools. Last year the republicans defaulted in this office and the present incumbent is asking the people of the community for a third term. It was stated in the republican convention that the democrats would return the compliment this year and default to Chris Anderson—but the same candidate who has been given the office twice before, is making the race again. It is the republican's turn, in all fairness. A vote for Chris Anderson means a vote for one of Norfolk's own sons, now established in a home of his own, whose integrity and ability fit him perfectly for the position.

Mr. Kiesau has a right to claim his party vote. A cautious and conscientious business man whose interests are here, he will make an ideal city treasurer. He has served on the council; and knows much of the city's affairs and of how the city business should be transacted. He enjoys the confidence of the citizens of this community and should receive his party's solid support.

C. F. Eiseley has a clean track and will be elected police judge.

For the council four good men have been named. S. W. Garvin, F. G. Coryell, James Lough and Pat Dolan—the republicans named Dolan first—are all candidates who will give good service to their wards.

Keen men have been named for the board of education at a critical moment. Mr. Hazen, Mr. Tyler and Mr. Parish are representative citizens, versed in details with which school board members should be familiar.

This entire ticket is worthy the support of the voters.

**UP TO ANTI-PASS BILL.**

The Nebraska legislature is now up to the work of finally acting on the anti-pass bill. The measure carries the emergency clause so that it will become a law as soon as it is passed and approved by the governor. Under the law railways will be required to file before the tenth of each month a list of all passes issued. Lawyers and doctors who do not give more than half their time to railroad service, will be cut off the list. Here is the text of the amended bill:

"A bill for an act entitled an act regulating and limiting the issuance, giving, receiving and using of free tickets or free transportation in any form, for transportation of passengers, over any and all of the lines of railroad within the state of Nebraska; and to provide penalties for violation thereof.

"Be it enacted by the legislature of the state of Nebraska:

"Sec. 1—It shall be unlawful for any railroad company or corporation, owning or operating any line or lines of railroad in the state of Nebraska, or any officer or agent of any such company or corporation, to directly or indirectly issue or give to any person or persons any free tickets, free pass, or free transportation in any form, for the transportation of any passenger or passengers, on or over any line or lines of railroad or any part thereof, so owned or operated by it, in the state of Nebraska, except to persons within the classes hereinafter designated and limited; and it shall also be unlawful for any person or persons, not included within the classes hereinafter designated and limited, to accept or use any such free tickets, free pass or free transportation in any form for traveling on and over any line or lines of railroad or any part thereof in the state of Nebraska.

"Provided, however, that nothing contained in this act shall be construed to prohibit or make unlawful the issuing or giving of any such free tickets, free pass, or free transportation, to any person or persons within the classes hereinafter designated and limited, or the acceptance or use of the same by persons within such classes, viz:

"Officers, agents, bona fide employees, the major portion of whose time is devoted to the service of such railroad company and the dependent members of their immediate families; officials and linemen of telegraph companies, ex-employees, retired from service on account of age, or because of disability sustained while in the service, and the dependent members of their immediate families, or the widows or dependent children of employees killed while in the service of such railroad company; necessary caretakers of livestock, poultry, fruit, including transportation to and from the point of delivery, vegetables, and employees of sleeping car companies and express companies, railway mail service employees; news boys on trains, baggage agents; and persons injured in wrecks, and physicians and nurses attending them.

"Provided, that one trip pass for a discharged employe and his family may be issued for use within thirty days of such a discharge.  
 "Provided, further, that the provisions of this act shall not be construed to prohibit and make unlawful the interchange of passes for the officers, agents and employes and the dependent members of their immediate families, of other railroad companies; nor to prohibit any railroad

company from carrying passengers free with the object of providing relief in cases of general epidemic, pestilence, or calamitous visitation.  
 "Hereafter it shall be the duty of said railroad corporation, and each of them, to cause to be filed, not later than the 10th day of each month, with the state railway commission, a monthly statement giving the names and addresses of all persons to whom free tickets, free passes or free transportation have been given or furnished by said railroad corporation, specifying the kinds of employment in which such persons are engaged and designating under which of the exceptions of this act such free tickets, free passes or free transportation have been given or furnished said persons.

"Section 2—Any railroad company or corporation, or any person or persons violating any of the provisions of this act shall be deemed guilty of a misdemeanor and for each offense on conviction thereof, shall pay a fine of not less than one hundred dollars nor more than one thousand dollars.  
 "Section 3—Whereas an emergency exists, this act shall take effect and be in force on and after due passage and approval as provided by the law."

**KEEP OPEN PHILIP AVENUE.**

Vice President Gardner of the Northwestern railway says that a new depot will be built in Norfolk this year. He says that it will be a union station if the Union Pacific and Omaha are willing to co-operate in the matter. Otherwise the Northwestern will go it alone and replace the uptown station which was destroyed a year ago last November and for the lack of which a graceful little passenger coach has been used as a station ever since.

It was recently stated that the quality of the depot to be built, if the Northwestern goes alone in the matter, will depend upon whether or not Philip avenue is closed. This is the same old question which was brought up as a matter to quarrel over, a year and a half ago. It was said that if the city would vacate Philip avenue the station would be better than if the street were not vacated. Residents living west of the site, who find Philip avenue sorely needed for going to and from places of business and for children's use in going to school, filed an injunction to prevent the city council from vacating the street. The matter went into the courts and the city waited. Finally a decision came empowering the city council to pass an ordinance. The enjoiners have announced that they will not drop the matter. Senator Allen declares he will move for rehearing and, failing, carry the case to the United States supreme court. All of which, regardless of the final outcome, means more time.

And even though a decision were finally secured giving the council authority to vacate Philip avenue, the city would be merely put back to the starting point in confronting the question as to whether or not that street ought to be closed.

Since the first proposal to close the street was urged upon Norfolk a year and a half ago, the city has had a chance to study the matter pretty thoroughly. The matter was put in the form of a business proposition—was it worth closing the street to get a better depot? At best only a \$15,000 station was promised. No estimate was made as to the station that might be built if the street were kept by the city. It was stated originally that the street needed to be closed because the station would be so large that it would need to stand in the middle of the avenue. Later it was stated that the station might not be built in the street, but that a platform might be so long that the city would have to give up the street. All these arguments have been gone over at length. The News is convinced that the street closing was urged by Northwestern officials and their local sympathizers a year and a half ago merely for the sake of freeing the company from necessity of breaking trains at Philip avenue. The News is of the opinion that some sort of a depot will have to be built anyway, whether the city surrenders one of its most important avenues or not, and that if the railroad thinks it can afford to place an inferior depot in Norfolk, retreating for the fact that the city wants to keep one of its important thoroughfares for its own use, then the thing to do will be to take the depot that must come anyway—and keep the street.

The only fair way to settle that street closing matter is to allow the people living in the vicinity to say whether or not they are willing their avenue. They have said that they are not, and The News believes that they have taken the right stand. The News does not believe that enough is to be gained in a few thousand dollars added to a station, to reimburse Norfolk for vacating one of its most important streets for all time to come.

Mr. Gardner said the other day that Norfolk has already been required to wait too long for a respectable station. He said Norfolk had been patient. Norfolk has been patient. Norfolk has been forced to use that outrageous little coach as a station too long—a year and a half too long. Patience may cease to be a virtue and the time has come when Norfolk demands a modern depot, a credit to the city, and it doesn't feel that it is necessary

to give away one of its best streets for the structure, either.

Norfolk wants a depot. And The News believes that the city should stand up for its rights with regard to the street—and should not vote away Philip avenue for the station promised.

**AROUND TOWN.**

It's about time to change 'em.

Walls, like humans, sometimes fall.

The calendar says spring is arrived.

The unwritten law ought to be printed.

The weather man says change 'em back.

We lost a sugar factory but we gain a vinegar factory.

Good morning! Have you had a brain storm today?

Pickled beets ought to beat sugar beets, anyway.

Norfolk has tasted the sweet and is about to taste the sour.

The restaurants will be filled from now on. House cleaning is headed this way.

This weather ought to be enjoyed without any qualifying clauses attached.

Why is it that the tennis racquet or baseball bat give more healthful exercise than the lawn mower?

Have you run across the man who likes this beautiful weather but fears it is too warm for the season?

If Sturgeon is elected there will be plenty of music to celebrate the event.

That Ponca man, acquitted of murder, is on the brink of the madhouse.

They're not going to open Philip avenue any longer. It is long enough now.

Editor Kortright doesn't let a little thing a jail cell interfere with going after subscription money.

Down in the Pennsylvania the legislature is a little slow so they're going after trains with wrecking tools.

No sooner does the sound of the coal shovel die away before the jingling of the ice talons rises up before the door.

What could be a worse fate than to have to feed coal into the furnace and ice into the refrigerator on the same day?

Balmy moonlight nights have been worth a million dollars to strollers after the young people's society meetings Sunday nights, they say.

An Associated Press dispatch says nobody was killed on the Pennsylvania train because of the "slow speed." Is there such a thing as "slow speed?"

The state legislatures must have passed some new laws regarding the weather. March winds have failed to arrive and the equinoctial days produced no storm.

Frank Brink, who will probably come to the Norfolk insane hospital from Ponca, has the satisfaction of having beaten Thaw so far as time consumed in his murder case is concerned.

Such heroism as that of William R. Braasch, who suffered so long in silence with a fatal illness, concealing the fact from his father lest it might add worry to an already heavy burden of grief, and confiding the seriousness of his condition only to his wife, is the heroism of a man.

No, children, you can't go out to work any longer. A law has been passed by the Nebraska legislature which forbids it. In the winter time you must go to school and in the summer time you must go swimming and break window lights and learn to smoke cigars. You must, by law, have good times in the summer playing baseball and running races and getting into mischief, but you must not by any means do any work.

The first day of spring dawned Thursday morning in ideal spring fashion. A clear, balmy day with a crisp and invigorating air, filled with ozone that was good to breathe, and with all Nature smiling in the new season's birth—it was a day that could not have been beaten if it had been made to order. Norfolk people sought the out of doors, the fresh air and the sunshine, the atmosphere filled with the sweet music of song birds and with the glory and happiness that must accompany the day in which winter sheds his coat.

**ATCHISON GLOBE SIGHTS.**

Investigations are frequently as useless as political resolutions.

Some people cry loudly for justice when mercy is really what they want.

Good mules are like good men; scarce, but when you do find a good one, he is valuable.

Heard by every man at least three evenings in a week: "You always want to stay at home. You never seem to think I might get tired of staying at home."