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THE THREAD MONOPOLY.

The price of cotton thread, which long has stood at five cents, has been doubled to a dime. A few weeks ago the price shot up to six and then seven cents. Now it is ten. Within a few days the price has been doubled. And the matter is to justify come up into the courts. The government is going to investigate, as it ought. There is no justification for increasing the cost of white thread 100 per cent.

Five cents has long been the standard price of a spool of thread. If the price on postage were suddenly made four cents instead of two, the country would wake up and take notice. To the women folk of the nation the price of thread is even more important than the price of a postage stamp.

To many women the price of thread means much in their lives. Many seamstresses, particularly in the larger cities, earn a few cents a day in sewing garments that are to be sold. With the price of thread doubled, they will earn still less than they do now, so that the increase will work hardship upon them.

While it is said the cost of raw cotton has increased, as well as the price of labor in making thread, yet improved machinery has come to hand and is doing more of the thread producing than it used to, increasing the out-turn and therefore, offsetting the cotton cost.

It is said that the thread industry is practically controlled by one firm. Having a monopoly on practically all of the output, this one concern can control the price. Believing that they can get ten instead of five cents per spool, the monopolistic firm advanced the price.

It is claimed that the thread of the world is under the Coates and the Clarks of England. They control the English Sewing Cotton company and through that concern the American Thread company.

Women of the country will rise en masse at the increase in thread prices, which do not seem to be justified by conditions, and they will earnestly hope that the government will succeed in effectively altering the matter.

IN THE RAIN BELT.

The Tripp county portion of the Rosebud reservation in South Dakota will be opened at some time after next spring to settlement by the white man. That it will within a few years be converted from an immense grazing tract upon which today only cattle are raised, into a garden spot producing corn and wheat just as vigorously as is today produced by Gregory county, is assured. This settlement will not only add more territory to Norfolk's possibilities, but it will add to the importance of this northwest in every way.

They used to say that the trouble with Gregory county was the lack of rain. When the settlers took up their claims in that portion of the ceded reservation it was predicted that a few seasons would drive them out because there would be no moisture. But Gregory county has just as much or more moisture than Nebraska ever since the white man went and settled it up, and there is no chance today of finding any abandoned homesteads in that region. Gregory county is in the rain belt.

Tripp county is just as much in the rain belt as Gregory. Rains and snows, in fact, come down from the Pacific northwest, sweep directly over South Dakota, strike Nebraska, go into Kansas and then turn northeast, moving out toward the Great Lakes and out the St. Lawrence river. Last Saturday night Tripp county was soaked with rain. West of Tripp in Meyer county a heavy rain fell. The prairies were made muddy and the creeks overflowed. There is no lack of moisture there today.

Old timers in that section declare that the climate has changed. Whether that is true or not is a matter which matters little now, inasmuch as today there is plenty of rain. The land is fertile in many places and a fine farming section will no doubt soon develop there.

They used to say, in years gone by, that Iowa was too far west and that it never rained in Iowa. People who went to Iowa found that there was plenty of rain. Then they laughed at those who had courage to come to Nebraska. It never rained in Nebraska. But Nebraska seemed to be right in the path of the rain storms. And now they're finding that it rains in the most distant northwest.

Tripp county will bring many thousands of homeseekers into this territory. They will see Nebraska at its

best. They will settle up a region in Norfolk's territory. The next year will add possibilities to Norfolk's future.

ROOSEVELT AND COURTS.

People who hope to see the policies of President Roosevelt carried into effect all along the line will find no little satisfaction in the fact that the judges who will finally test the constitutionality of statutes enacted under the Roosevelt leadership have been created very largely by the president and are on the bench much for the reason that they agree with him in his important doctrines. Policies of the president which, if enacted into statutes, will finally be tested by federal judges, include the following:

The control of all railroads or other methods of transportation within individual state limitations as coming under the constitutional provision retaining government control over post roads.

The control of all trusts transgressing federal laws through receivers to be appointed by federal judges.

The control of all individual fortunes by the imposition of an income tax.

The control of all agencies employing labor insofar as the liability of the employer is concerned by the elimination of the plea of contributory negligence.

The control of all coal deposits now on government reservations to be developed under license from Washington.

The control of child labor.

The control of all railroads engaged in interstate commerce by means of governmental regulation of rates.

President Roosevelt, through appointments made by him, dominates the federal judiciary to this extent:

Supreme court, three associate justices, one-third of the membership.

Circuit court, twelve of the twenty-nine judges, or 41 per cent.

District court, forty-two of the eighty judges, or 52.5 per cent.

By the end of his present term, March 4, 1909, it will have been possible for him to appoint:

Seven of the nine justices of the supreme court, nearly 78 per cent of that tribunal.

Seventeen of the twenty-nine judges of the circuit court, or nearly 59 per cent.

Forty-seven of the eighty judges of the district court, or nearly 59 per cent.

Should he be elected for another term, ending March 4, 1913, it would be possible for him to appoint judges as follows:

Eight of the nine justices of the supreme court.

Twenty of the twenty-nine judges of the circuit court, or substantially 70 per cent of its membership.

Fifty-one of the eighty judges of the district court, or substantially 64 per cent of its membership.

In the remainder of his present term President Roosevelt may be called upon to appoint judges to fill vacancies in the following courts:

Supreme Court—

Melville Weston Fuller, chief justice, eligible for retirement now.

John Marshall Harlan, associate justice, eligible for retirement now.

David Josiah Brewer, associate justice, retirement possible in November.

Rufus W. Peckham, associate justice, eligible for retirement in 1908.

Should President Roosevelt succeed himself in the four years from March, 1908, the probable federal judicial vacancies he would have to fill would be as follows:

Supreme Court—

Oliver Wendell Holmes, associate justice, eligible for retirement in 1911.

Court of Claims—

Stanton J. Peelle, chief justice, eligible for retirement in 1913.

District Court—

William Lochren, Minnesota, now eligible.

Albert C. Thompson, southern Ohio, eligible in 1912.

William H. Brawley, southern California, eligible in 1910.

A vacancy now exists in the northern district of Florida.

PACKING PLANT IN SMALL CITY

Sioux Falls is again worried over its packing industry. A few weeks ago the packing plant at that place, which had long stood idle, was purchased by a Sioux City man and there was renewed hope that the industry might be revived and pushed into worth while calibre. But now comes word from Chicago that a "combine" has bought the plant for the purpose of preventing its use, simply to keep the packing business of that territory centered in Sioux City and St. Paul. It is probably true that the big packers would not relish the idea of an independent packing plant at Sioux Falls. They would probably not be delighted with such a project in Norfolk. But that it is possible for an independent packing plant to exist and prosper is demonstrated in South Omaha, where the independents operate one unmolested, as well as in other packing points. One Norfolk young man, Isaac Powers, jr., is manager of a very successful and growing packing plant at Jacksonville, Ill., a city located much the same with respect to St. Louis and Chicago as Norfolk is to Omaha and Sioux City. It would appear that if a packing plant could succeed there, independent of the large companies, there should be all the more reason why one should succeed here, at the very gateway leading out from the greatest territory in the world.

This is what the Sioux Falls Press says of the situation there:

The Press is in receipt of a signed

communication from Chicago in which it is stated that the Sioux Falls packing plant, recently transferred to Sioux City parties, was purchased for the purpose of keeping it out of the hands of independent packers and that it will not be operated.

The writer, who asks that his name be not used, says it is the plan of the combination to keep independent packers out of what it calls its territory and that Sioux Falls is in the territory of Sioux City and St. Paul, both of which are packing centers under the jurisdiction of the united packing interests.

The Press gives this information for what it is worth and does not know how much it is worth. The writer seems certain of his premises.

One thing has been learned from the experiences of the past—that packing industries have been short lived within the territory of Sioux City and St. Paul, outside of those cities. Sioux Falls has made three efforts to maintain meat packing establishments and Yankton has made one, and in each instance the packing houses have been summarily closed after a few months of activity.

These experiences lead to the conclusion that some influence is at work to prevent the extension of the packing industry outside of limits that may have been prescribed by strong combinations.

The business could be made as profitable at Sioux Falls and Yankton as at St. Paul and Sioux City, but it has always failed and for no visible reason, and the stock that could as well have been slaughtered nearer the scene of its production has been carried by to more distant killing centers.

An influence that can prohibit the existence of a valuable industry, if there is such an influence, represents the legal definition of a statute proscribed trust, for it exists in restraint of production and therefore in restraint of trade.

The Chicago correspondent of this paper says the "combine" is not actuated by a desire to retard the business prosperity of Sioux Falls, but is acting in pursuance of its policy to prevent independent packers from intruding upon its field.

The so-called combine is taking care of itself and Sioux Falls has the right to do the same thing. If the proceeding is in restraint of trade, it would be a matter of public interest to prove it.

When it is considered that there are millions and millions of acres of range grass land to the northwest of Norfolk, in western Nebraska and southern South Dakota on the Rosebud reservation, producing thousands of cattle each year for the packers and sending scores of trains directly through Norfolk to South Omaha and Chicago, it would seem that enough of a sprinkling of those cattle could be induced to stop here for slaughter to justify a packing plant in this city if anywhere in the world on an independent basis. Independent plants do succeed other places and Norfolk is ideally located for such an institution.

The fact that the Sioux Falls plant has been bought by the big packers in order to keep it idle ought not to affect the situation. Twenty years ago Norfolk organized a company to establish a packing plant which would slaughter 300 hogs per day. Today, with a building which might be used for the purpose, and with more miles of railroad radiating in here, the conditions ought to be much more favorable. A large packing plant is successfully operating at Nebraska City and surely Norfolk has a much better location for such an industry than Nebraska City.

THOSE FISH STORIES.

It is a rule of human thought that man constantly goes through the process of setting first one goal for his achievement, gaining that goal and then advancing the pegs to aim at further on and up. Such restlessness as this found in an unusual degree among the people of America accounts almost wholly for the marvelous progress that has been made in this country within the past hundred years. In other words there is a little more human nature found in rapid America than in some other parts of the slow old world.

Striking examples of this desire to accomplish always more and more, to move always further and further along the route of advancement in thought and action, has been found here in northern Nebraska within the past few days. Those fish stories have furnished the example.

A few days ago a Verdigris dispatch in these columns told of a remarkable fish catch in the Verdigris creek. A small fish had been drawn out of the when a very large catfish came along and swallowed the little three-pound fish and was hooked. After a struggle the monster catfish was landed. Steak from the catfish was enjoyed in a Verdigris restaurant for supper that night. The story had the ring of truth and the fish editor of The News cordially believes that it happened. But that is neither here nor there.

Western America is not satisfied to stand still. To remain stationary is retrogression, and the west goes forward. Came a story from Neligh next day. A much bigger fish had been caught at Neligh. First a small fish was hooked. On this as bait another bit. Then came the monster third fish to swallow both the other two. A man was drawn clear across the stream in trying to land the mammoth catch. It was a fish story pure and simple. But as a fish story it was a clever yarn. And fairly tale though

it was, credit must be given to Neligh for the progressive spirit which prompts men to risk their all for the sake of going on and up.

But even that was not enough. The further west you go the more progressive are the people, according to popular theory. And the impression apparently had reason foundation. Valentine is located a couple hundred miles west of Neligh. Both are in Nebraska. But it took Valentine to set a new mark. Captain McCloud was fished out of the river. He was hanging to a clothes line rope. What was first thought to be a drowning person proved to be a catfish weighing 102 pounds. Was it true? Ask the cook. So shrewd a westerner as Dr. Warner of Butte asked The News if it were true. The sporting editor throws up his hands at the query. It sounded well. And at all events, true or untrue, it was seeing Neligh and Verdigris and going them one better. Surely Valentine paid to sit in the game.

No doubt these fish yarns were read by thousands of people throughout the northwest and laughed at. None took any serious view of the stories, fact or fiction. But there is a serious side to them, just the same. They demonstrate why America and particularly the west has gone forward when other nations remained stagnant. It took resource to come up to that first story from Verdigris and then to beat it out with a better one. How much more play of mind's resource, therefore, was found in equalling and surpassing the Neligh fable?

We profit by example. The spirit which brought the Neligh story after Verdigris, and the Valentine yarn after the other two. That spirit has made safety bicycles from the old high wheelers, auto-cycles from the safety and automobiles after that. That same spirit has brought submarine boats that go down and airships that go up, and race horses that go a mile in less than two minutes, along with trains that leap along at the rate of a hundred miles an hour.

It has been that spirit, this summer, which brought nature fables of animals stalling trains. First a mother bear stalled a train, then a swarm of bees did the stunt, later came the bunch of moths and now the climax is capped by the misquito which stalled an Iowa train. Smaller and always smaller have become the creatures that stopped the locomotives, showing that enterprise and progressive spirit among space fiends which is found only in a different form among the pioneers who have built nations.

NEEDS OF NORFOLK.

The opinion regarding Norfolk's possibilities as expressed by a number of visiting railroad officials in the city from Minnesota, is of value as tending to show how Norfolk is seen by the outside. These railroad officials, in Norfolk for an inspection trip over the M. & O. lines in the state, and including the general manager, expressed the very emphatic belief that Norfolk's paramount duty to itself today lies in the securing of a new industry to occupy the abandoned sugar factory buildings. The important work of the Norfolk Commercial club, in the opinion of these officials, lies in gaining for Norfolk an industry that will once again put life into those ghostly structures, an industry that will once more set wheels in motion and bring a payroll to town.

Since the Norfolk sugar factory was dismantled and shipped to a less fertile land, for the reason that the soil hereabouts is so productive of easier crops as to make it difficult to gain beet contracts, many propositions have been received looking to new industries to take the place of the sugar plant. No proposition thus far submitted to Norfolk people controlling the empty sugar buildings has shown the possibilities believed to be essential to any industry for whose use the factory buildings are turned over. But somewhere in this broad land there ought to be an industry that would be glad to come to Norfolk and an industry that Norfolk would be glad to have.

Norfolk was never so prosperous as it is today. Bank deposits have trebled in Norfolk since the days of the sugar factory's birth. Postoffice receipts, an accurate gauge, have steadily shown an increase in Norfolk's prosperity and commercial activity. Express companies have trebled their force of men and wagons to handle the increasing business through that channel. Every business interest in the city is growing steadily and substantially and Norfolk today is generally prosperous. But for all of Norfolk's prosperity and possibilities, the empty sugar factory buildings hang over the town's head to ever remind visitors of the industry that has gone away. And the gaining of a new one to fill those echoing buildings with the roar of machinery and the hum of toil would mean much more than merely the adding of a new payroll to the town. It would mean the wiping out of an unwholesome vision and the elimination of a present constant menace to the city's growth.

For many years Sioux Falls, S. D.,

has had two big industrial clouds much like Norfolk's abandoned sugar factory. Years ago an immense flouring mill was built in Sioux Falls. There wasn't wheat enough in the country to supply the mill and the wheels stood still. Now the old mill has been revived and will be used as an electric power plant. Also years ago Sioux Falls gained an immense packing house. It was a gigantic plant, but the management never succeeded in getting live stock headed that way. So it remained idle through summer and winter until a few weeks ago when it was bought by a packing house man in Sioux City, said to be backed by Swifts, and now there is every prospect that the institution will succeed. As a result Sioux Falls has taken a new lease on life, and the whole community has felt the effect of the new blood.

The M. & O. officials were quick to recognize Norfolk's advantageous geographical location. They saw how this is bound to become more and more the commercial center of the northwest. But as outsiders they were impressed more than all else by the fact that no industry has yet been secured to occupy the sugar factory buildings, and they gave it as their opinion that the Commercial club's biggest work lies in accomplishing this end. Just how to go about that accomplishment, however, is not an easy problem to solve. Perhaps the right kind of publicity in magazines that would reach investors might help; perhaps circulars sent out with letters or pamphlets distributed among people passing through the city would help; perhaps to send a representative east somewhere might gain the desired industry. It is reported from West Point that a Regent shoe factory representative visited that city contemplating establishing a shoe factory. Factories are more and more getting out of the cities and into the smaller towns, so that there ought to be some method of getting results.

There are a number of things that Norfolk needs and which ought to be systematically gone after. In order to do the town justice, outlying additions ought to be brought inside the city limits so that they will be counted as a part of Norfolk's official population when the next census is taken. Good roads ought to be built for long distances out of the city so Norfolk and the surrounding territory would be brought closer together; Norfolk avenue down town ought to be paved in order to bring it out of the mud and in order to put a city gown instead of a village gown upon the town; an effort ought to be made to bring Northwestern main-line trains up town that passers-through may get a just impression of what the city is; preparations should be made to take advantage of the Tripp county rush next spring and secure some benefit for Norfolk among the throngs; new industries, particularly a large new industry to put life into the dead sugar factory walls, should be secured.

All of these things can not be gained in a minute. Each one will take time and effort. But there is no reason why efforts could not be made along a number of different lines simultaneously. To remain stationary is retrogression. Organized, harmonious activity alone can bring the advancement that Norfolk needs. Every person in Norfolk is interested in Norfolk's growth. That growth can come about only from an energetic, ever lasting systematic campaign in which every individual throws his whole zeal and effort. United effort and co-operation in each movement for Norfolk's welfare can alone secure the desired forward movement. It matters not whose pet scheme it is, so long as the plan is a worthy one for the benefit of Norfolk petty jealousies should be fed to the cat and the idea gone after for all it is worth.

Norfolk has made excellent progress during the past year. New factories which hold out much for the city's good have been established. A permanent roadway has been started to the Junction. And now, under the aggressive and eminently able direction of Norfolk merchants, the Norfolk Trade Promoters' association is beginning a movement which promises more benefit to Norfolk as a whole than any undertaking that has been launched in many a year. Fortified with harmonious co-operation within itself and enthusiastic for Norfolk's trade and growth, the Norfolk Trade Promoters' association has within a few weeks become one of the most vital factors in Norfolk's upbuilding and all Norfolk has faith in its success.

Norfolk has reason to find satisfaction in this new trade expansion movement; and reason also to hope that equally vigorous campaigns for other needed progress may be undertaken in the not distant future.

AROUND TOWN.

The Norfolk band is making right good music.

Automobiles are getting as thick as mosquitoes in Norfolk.

There is a band of boys who bother

the band boys to beat the band each concert night.

From now till September 10 the Norfolk boy will save his pennies.

Those cowboys and Indian polo players are unquestionably fine riders.

Entries for the political races will close shortly. One starter may run in two races if he wants two.

Right now, with the fever just starting, would be about the proper time to own an automobile store in Norfolk.

Norfolk ought to put up signs on various crossings about town: "Automobile crossings. Look out for the cars."

It's p. d. hot.

Give it time and the new gulch will gulch.

Who could blame the political pot for boiling in this weather?

Only one week more—and then the races. It's time now to get a season ticket.

Again Norfolk escaped a severe storm and only got a gentle rain to cool off the air.

The young groom named Pike, recently arrested here, has been held at Fremont for a piker.

There is no more exciting game in the world than polo properly played, and these cowboys and Indians are reckless enough to put genuine ginger into the contest.

To get wet or not to get wet. That is the question. Whether 'tis nobler in the mind to get soaked through and through or, wearing a raincoat, sweater and run together.

Now for the races.

Get a tip on the horses before you bet.

That Iowa lad had to come to Norfolk to learn a thing or two about the world.

ATCHISON GLOBE SIGHTS.

A baby is mighty useful as an additional excuse for a woman not being ready on time.

A woman hates to be jealous almost as much as she likes to make some other woman feel that way.

We are having fewer fires since the practice of getting rid of bedbugs with gasoline was abandoned.

It's a wonder people do not hate George Washington and Abe Lincoln; they are so generally admired.

Every editor knows there are plenty of fool papers, and that his will become one unless he is careful.

Toasts should always be drunk with some cool beverage; there is so much hot air about the average toast.

An old-fashioned Atchison woman says it is a shame for a man of a family to be crazy over baseball.

Time goes so fast, as we get older, it hardly seems worth while to put moth balls in the winter clothes.

They talk so readily the wonder is prize fighters don't become auctioneers, instead of drifting into the saloon business.

"That's a fool notion you are harboring," a man said to a friend today. "Well," the friend replied, "it's not the one I'm harboring."

When a man follows his statements with "You understand?" it's a fairly safe bet that you don't.

A hero looks like a coward compared with the courage a boy feels when he first kills a snake.

\$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer one hundred dollars for any case that it fails to cure. Send for list of testimonials.

Address F. J. Cheney & Co., Toledo, O.

Sold by all druggists, 75c.

Take Hall's Family Pills for constipation.

Notice to Land Owners.

Attention is hereby called to the law relating to the cutting of weeds along public highways, which requires that weeds must be mowed on or before August 15, otherwise the road overseers will cause the same to be done and charge expense to adjoining lands.

J. H. Harding,
 John Malone,
 Burr Taft,
 County Commissioners.