

The Norfolk Weekly News-Journal

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The Journal, Established 1877.
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Balling is getting a large amount of free advertising.

Spring is surely coming. Bulgaria is massing troops on the Turkish frontier.

An exchange suggests that congress ought to investigate the price of the Easter hats.

The City of Brotherly Love has seriously disgraced its name since the strike began.

A Colorado aviator is preparing to make flight from Pikes peak which is 14,109 feet high.

A mill in Maine turns out 1,200,000 sets of checkers annually. They are shipped in barrels.

Handling money is said to be an easy way to contract disease, but most of us are immune.

The Italian residents of America are agitating the making of Columbus day, October 12, a legal holiday.

Boys playing marbles in the streets are now a surer sign of spring than almanac or thermometer.

No one wants the cold storage industries abolished. All that is desired is their improvement.

A wise old negro proverb says: "Keep calm, a shillin' worth o' fret, can't pay a penny worth o' debt."

The political situation in England grows more confused and menacing with every factional move that is made.

Another cable is to be put under the Atlantic notwithstanding the many wireless lines Marconi expects to operate over it.

Washington Gladden feels that in surveying the political progress of the past twenty-five years, there is much that is reassuring.

Few Americans realized the extent and importance of underground Paris until it was revealed in the accounts of the recent floods.

Flower loving Holland has over 10,000 acres devoted to the cultivation of bulbs, among which the tulip is the national favorite.

The steel car builders have orders for 160,000 more cars. The steel car has made good and will soon supercede all others.

When local merchants will advertise as liberally and as skillfully as the mail order houses do they will get more of their legitimate trade.

New York is preparing to honor the English antarctic explorer, Captain Ernest Shackleton, who will visit America the latter part of the month.

The railroad pension system has become so popular that it is stated at least 40 per cent of the total number of railroad employes are in line for pensions.

If we knew a quarter as much of what tomorrow would bring forth as we know of the day that has gone never to return we could all wear diamonds and eat pork chops.

China is now taking its first complete census and it is believed that the population will not be found to reach more than 200,000,000 instead of 450,000,000 as geographers have estimated.

California agriculturists are experimenting in the raising of bamboo. If successful it will be an important source of wealth added to the nation's resources.

The number of medical students has been diminishing for the past ten years. One reason for the decrease is that the public is better educated in preserving health and not so many doctors are required.

An American from the south who was recommended by the department of agriculture has gone to Siam as agricultural advisor to the king who will pay him \$6,000 a year. This is more than a farm hand usually gets in America.

A recent naturalist has established the fact that the rapidity of the heart beat is in inverse ratio to the size of the animal. In the elephant it is only thirty heart beats to the minute while in the mouse it is nearly 700.

The "Clerk of the Day" in the Boston Transcript, complains bitterly of the words "aeroplane" and "aerial" as disagreeable tongue twisters which are a burden to the American to pronounce. Here's a chance for another

reform. What would the "Clerk of the Day" suggest as an improvement?

The law of the air is being discussed in Germany. In a few years we shall be less anxious about dodging automobiles than about the beer bottles raining down from aeroplanes.

Greenland Eskimos are to be members of the expedition to the south pole. It will be the first time any of these dwellers of the frigid north ever reached the equator.

The "Shah's Highway" is the worst kept in the world. Though Persia is one of the oldest of civilized states, there are not a dozen good wagon roads throughout the entire country and only six miles of railway.

A letter written by George Washington recently sold for \$305. It wasn't typewritten either, but merely the work of a goose quill.

It is a relief to see formal steps being taken toward paving. The action of the council lends an official tone to the movement and makes it all the more a sure thing for this summer.

Hereafter passengers in the New York subway cars are all to have seats. No more strap hangers, if the new ordinance is obeyed. Other cities are watching the operation of this new ordinance with interest.

Easy marks from New York and Boston have recently dropped \$500,000 in face banks. The smart alecks of the metropolis acquire more gold bricks than the Uncle Reubens of the backroads.

Mr. Taft is writing letters to get the income tax amendment passed. The question now comes whether state legislators are more fearful of the disfavor of Washington or of wealthy men near home.

Dr. Jean M. Cnarcot, the Antarctic explorer, believes the land discovered to be a portion of a continent. This may be true but it is a trifle difficult to become enthusiastic over a continent forever buried under ice and snow.

Frances Alda, the great opera star, got appendicitis Tuesday while singing "Othello." The ailment seems common among vocalists. You have heard many singers who sound as if they had this trouble or something worse.

It is rather a surprising fact that 3,500 men in the Atlantic squadron did not know how to swim and were taught that accomplishment, thought to be almost instinctive in boys, while the squadron was holding a winter drill in Cuban waters this winter.

Samuel Untermyer, the great corporation lawyer of New York, who engineered the billion dollar Utah copper combination, received for his services \$775,000, the largest fee ever paid a lawyer in the United States. This is a big sum even for a big lawyer and from a big corporation.

Two young scions of English nobility, Reginald and Arthur Paget, are employed in the freight office of the Northern Pacific railroad at St. Paul. They preferred to work their own way rather than live a life of idle luxury. Both are quite attractive young gentlemen and skilled musicians.

The state of North Dakota feels that spelling has not been given a fair show of late years and has started in to bring about a reform. A series of spelling matches and prizes have been arranged which will close with a final state championship contest. The idea is worthy of adoption by other states.

There is a great range of prices within the limits of the United States for the board and lodging of travelers. In the south they can be obtained for from \$1 to \$2.50 a day. In the far west from \$2 to \$3.50. In the central west the average is \$3 and \$3.50, and in the east from \$4 to \$6. These are figures given by traveling employes of the agricultural department.

The world of today has little time or interest in the men and women who have not achieved success along the lines of business or professional life they have followed, yet who can compute the debt of civilization to the men and women who in their efforts to make the world a little better and brighter, have been too busy to make money or achieve fame?

If woman suffragists would devote their boundless energy to gaining more women to join their movement instead of arguing with and abusing the men, there would be greater ultimate success of this movement. When a majority of the American women want the ballot, it will be given them without any such demonstration as the English women are making to secure it.

It is prophesied by those who are familiar with air navigation that before many years the use of the aeroplane will be as common as the automobile and that it is much easier to manipulate, since the operator has no ruts, nor turns nor crowded streets

to steer his machine through, but can turn it loose in the broad expanse of the skies and go where he pleases.

It is no very uncommon thing for respectable young Americans to marry the educated young Indian girls, particularly those of the Sioux tribe which are better looking than some other tribes. Every one of these Indian maidens brings to her husband a fine farm and that is no small attraction in these days when Uncle Sam's good farms are getting scarce.

General Kuropatkin has spent the past two years in writing a book entitled "Russia for the Russians" which criticizes the foreign policy of the government for the past hundred years in the wasteful expenditure of life and money upon aims which were in no sense national. Development at home and not foreign aggression is the hope of Russia, according to the wise old general.

Governor Hadley of Missouri believes that the problem of how to reduce the cost of living will never be solved until every family keeps a cow. If this is true the flat dwellers in the cities have quite a long problem ahead of them, unless Edison can come to the rescue and invent a long distance electrical milking machine which may be operated from the kitchen of the flat while bossie grazes in country pastures.

A considerable acreage of winter wheat is reported damaged in six of the leading winter wheat states. Supplies of wheat in sight in the United States are so moderate that any losses in the coming crop would seem especially serious if it were not known that invisible stocks of wheat and flour are liberal. The country goes into the new season with larger reserves than for the past two years.

Professor Percival Lowell believes he has discovered canals on the planet Mars, but other equally noted astronomers deny that any evidence of them exists. Astronomers do not seem to be making the progress that other sciences are. When Galileo discovered Jupiter's four moons with a very ordinary telescope, 300 years ago, it was supposed that the vast improvement in astronomical instruments would lead to wonderful discoveries, but the results have been somewhat disappointing.

North and South Dakota, Montana and Washington celebrate their twenty-first anniversary this year. These states have developed at a marvelous rate during these twenty-one years. Their growth has added immensely to the wealth of the nation, and the end is not yet, for each of them is capable of supporting several times their population. The natural resources are capable of vast development and their future looks as bright as their past has been surprising.

The defeat of James K. Vardaman's candidacy for senator from Mississippi by a man who was not born till 1861 and therefore free of the prejudices resulting from participation in the civil war, is an evidence of the growth of the new south. Vardaman belonged wholly to the old south. Whether Leroy Percy who defeated him will "make good" or not no one can say. He is practically unknown outside of the state, but he, at least, will not try to reopen the old war issues.

The tunnel, or series of tunnels, through the Andes, making railroad travel across South America from Buenos Ayres to Valparaiso possible, is nearing completion. Its construction was begun many years ago and has baffled the skill of engineers for many years, but a New York syndicate at last solved the problem and trains will be running in a few months. The three tunnels have an aggregate length of eleven miles. The total cost of this gigantic undertaking will reach twelve million dollars.

Admiral Evans expresses the belief, in a series of articles he has recently written, that the commercial value of the Panama canal will be disappointingly small. There is a great difference of opinion on this point. Some authorities believe it will pay for itself in a comparatively short time. Be this as it may the canal was dug quite as much because of our naval necessities as because of its commercial benefits. It is a great work which will benefit the whole world and this is too great a nation to count the cost too carefully on an enterprise which promotes the general welfare of humanity.

NORFOLK ENTERPRISE.

The practical unanimity with which Norfolk property owners signed the paving petition, is enough to bring joy to the heart of the entire city. The spirit of progressiveness and enterprise thus shown, means much for the future of Norfolk.

Now that more than enough signatures have been secured, Mayor Friday and the city council will be free to go ahead with all haste in the paving movement, and there's every prospect that this is the last spring we'll see Norfolk avenue in its present deplorable condition.

Greece and Brazil have industrial

problems of quite a different character from that the United States is now struggling with. In Greece the crop of currants has been so great for several years that the price has fallen below the cost of production and the government is considering a plan to reimburse the growers for destroying 25 per cent of the vines, so that the production from those which remain may become more profitable.

In Brazil the same condition exists, only coffee is the superfluous product and the government adopted the valorization plan, by which many million dollars were borrowed by the government and invested in the surplus coffee to be withheld from the market until prices could be forced up. The planting of new coffee trees was also prohibited.

LIVING STANDARDS CHANGE.

Perhaps the largest aspect of the cost of living problem is how to keep pace with our changed standards. Twenty years ago, in the country at least, sick people were nursed by volunteer watchers. Now the trained nurse has to be paid \$20 per week.

Consultation of specialists was a rare thing twenty years ago. Now families that are careful for children's health are paying high charges to oculists, aurists, high grade dentists, throat specialists. Instead of old time dollar fees to the country doctor, there are \$50 operations for adenoids and so on.

Comparatively few country people, and a minority of city people twenty years ago, used to take summer vacations. Now this expensive habit is very general. Now that most wealthy people take winter vacations, it will not be long before Florida and West Indian trips will become very common. Many of these things seem absolutely needed according to modern knowledge, but it is not strange that it is growing increasingly difficult to save money.

MORE MUSIC AND LESS POWDER.

The demand for a safe and sane Fourth of July is becoming more insistent with each recurring year. It is probable that more advance will be made along this line in 1910 than ever before.

There has been a very popular idea that noise and patriotism were twins. It has prevailed for more than a century. We have used millions of dollars worth of explosives to demonstrate our undying loyalty to the flag. Year by year in our glee we have burned up millions of dollars worth of property by the careless use of fire crackers and toy pistols and the death roll of men and boys has constantly increased. The climax has been reached. The edict has gone forth, from the homes of the land, that this unnecessary waste of property and carnage of death must stop. In Boston no explosives of any size will be allowed this year. It has been decided in advance to have less noise and more music, less powder and more flags. Let the plan spread throughout the country. A free people cannot afford to be foolish. "Safety and Sanity on the Fourth."

OUR IMMIGRATION LAWS.

Not further restriction but merely to make possible such restriction as the existing law intends, but has not accomplished is the object of a proposed new immigration law recommended by Daniel J. Keefe, the commissioner general of immigration in his report for the fiscal year 1909.

Some of the principal suggestions are:

So defining the term "alien" as to leave no doubt that it includes all persons not citizens, extending the contract labor provisions to forbid and penalize the inducement of immigration by false as well as genuine promises of employment, penalizing an attempt to import foreign laborers, and permitting the importation of alien skilled laborers if labor of like kind unemployed can not be found here only if the consent of the secretary of commerce and labor is obtained in advance; increasing the fine against steamship companies for taking on board dangerously diseased aliens from \$100 to \$200.

Mr. Keefe believes the time is ripe for the adoption of even stricter measures and suggests that a proposal worthy of careful thought is that all male aliens between 16 and 50 be required to pass a physical examination equal to that observed for army recruits.

Touching the "white slave" traffic the report sets out that a "special investigation conducted throughout the country and the general experience of the year, make it apparent that an enormous business is done in importing and distributing foreign women for immoral purposes, including the seduction and distribution of alien women and girls who enter regularly and also to some extent of American women and girls. The federal officers have not discovered positive evidence of the existence of a syndicate for those nefarious purposes, but there is among those who conduct the business a certain esprit de corps, and there are in several cities clubs and headquarters where they congregated."

Immigration, which during 1909, fell off from the two previous years, the commissioner says, is resuming normal proportions.

There were issued during the year 37,337 certificates of naturalization, an

excess of 11,820 over the preceding year. The four states in which the principal work of naturalization was transacted being New York, Pennsylvania, Illinois and Massachusetts.

AROUND TOWN.

All signs point to 1910 as Norfolk's greatest year.

The mayor and council and city mean business about this paving.

John Cudahy seems to be an expert at meat carving, as well as packing.

No wonder the price of meat is high. We have to help pay John Cudahy's fine.

Among other necessities, there's a rumor now that the price of golf balls is going up.

Put 1910 down as the year when the greatest flood of its history, was luckily escaped by Norfolk.

Paving district No. 1 has been created in Norfolk. Doesn't that make you feel like throwing up your hat?

Pavelka has just wrestled at Nio-brara. But he and the Burke Giant, after all that talk on both sides, never got together.

Norfolk will never know how lucky it was in the slow, steady, gradual melting of the mountains of snow which had piled up north and west of this town during the winter.

One Norfolk man who has just gone into the fancy chicken business, is so proud of the few eggs he gets that he puts them in a cut glass dish on the sideboard and won't allow the family to touch 'em.

"The News means a great deal to Norfolk," said G. A. Mayfield, editor of the Stanton Picket, when he was in town yesterday, "but it means just as much to the entire territory in which it circulates. It's a great help to a region like this to have a live daily newspaper such as The News to help build it up."

ATCHISON GLOBE SIGHTS.

Some men seem to have a natural aptitude for seconding the motion.

Only those who don't believe in love can talk about it without becoming silly.

Every good husband is what is known among women as a "great baby."

Somehow, one never finds any fault with the misspelling in a good cook's cook book.

Literary note: No one reads Charles Dickens any more. There are no chauffeurs in Dickens' works.

After a man has known a few jealous women, he doesn't marvel much at the cleverness of Sherlock Holmes or Old Sleuth.

So far, we have seen the shirt-waist worn upon every occasion except a corpse at a funeral, or a bride at her wedding.

In a town this size there is always some woman of whom it is said: "She has beautiful clothes, but she never wears them here."

Our idea of a real expert is the man who can find out what are the contents of a woman's stomach the day after she ate salad at a party.

It would add something to the peace and tranquility of the world if self-satisfied creatures were only as easily pleased with the rest of us.

Opportunity comes in many ways, but, up to date, no one has encountered it while earnestly gazing at the new moon over his right shoulder.

What has become of the old-fashioned parent who took his child to a funeral, and lifted it up for a look in the coffin, that it might realize the power of death?

In sending valentines, should a picture of a girl be sent to a boy, or to a girl? This may seem unimportant, but the philosophers have always insisted that it is the unimportant things that count.

The people have a way of referring to the "laboring class" as though it meant the farmers, and the people who work by the day. What is the matter with the people who sit on a hard chair in an office all day? What are they doing? Playing?

When a man is real young, there seems to be so much going on in the world that he regrets the loss of the little time he has to devote to sleep; but, in time, he learns that sleep is about as interesting as the rest of it, and more satisfactory.

Before the daughter in the family is ten, she wonders how it happened that father got into the family: Because of the sympathy between father and son which originated when they found themselves under the thumb together, this question never enters the head of a boy.

Mrs. Lysander John Appleton inserted the following advertisement in the Globe today: "For sale cheap, one hot water bag, two foot warmers, three boxes of ointment, one bottle of liniment, one invalid's chair, two rolls of surgeon's gauze, and five different kinds of antiseptics." (Chart: Mrs. Lysander John has been converted to Higher Thought, and there is no need for plaster or pill in the arms of Encircling Good.)

GOOD ROADS MEAN PROGRESS

THEY TEND TO INCREASE THE VALUE OF PROPERTY.

WILL LOWER COST OF LIVING

Farm Lands Will Be Settled More Rapidly, More Good Crops Will Be Raised, and the Consumer Will Receive Supplies at Smaller Prices.

A team of horses struggling along a mud road in the endeavor to draw a load affords a striking object lesson of road improvement when compared to a team drawing a heavily loaded wagon at a comfortable trot along a stone surfaced road. This isolated example must be multiplied by 3,000,000 in order to obtain the cumulative effect of bad roads upon traffic in the United States. Not less than \$250,000,000 is the useless tribute annually levied upon the people of the United States by its bad roads.

In 1896 a widespread inquiry made by the office of public roads indicated that the average cost of hauling on roads in the United States was 25 cents per ton per mile. In 1906 the bureau of statistics ascertained from its 2,800 county correspondents that the average cost per ton per mile was about 25 cents and the average length of haul 9.4 miles.

The high cost of hauling is not the only burden which the American people are carrying by reason of their bad roads. In traversing a region of country isolated from markets by reason of bad roads one is struck by the wastes of untilled land and by the lack of variety in the products. This is a condition more frequently due to lack of adequate transportation facilities than to lack of industry and intelligence of the inhabitants.

The point may be illustrated by assuming a series of concentric circles to be drawn about a market town or railroad station, constituting zones of production in all of which the roads are uniformly bad. Within the first zone all products can be delivered to market at a profit. Within the second zone certain products must be eliminated because of the length of haul. Milk, small fruits and certain kinds of vegetables requiring quick delivery and careful transportation might be cited as examples.

In the third zone still other products must be eliminated because of the prohibitive cost of hauling. The fourth zone will include only those products which can be held until the roads are passable and then hauled long distances and sold at a profit. Beyond this zone the land must be left unproductive or utilized for grazing and timber.

Every improvement in the roads leading from this market widens these zones, makes unproductive land productive and enables the farmer to exercise a wider discretion in determining the character of his crops. The prosperity of the individual farmer becomes far greater, the traffic of the railroad increases, the consumer receives better supplies at lower prices, and thus the beneficial effects continue in an ever widening circle.

While it is impossible to assign an arbitrary percentage or amount to represent the increase in land values by reason of road improvement, it is generally believed that the average in-

crease per acre within the zone of influence of an improved road would be from \$2 to \$3 per acre. As there are about 850,000,000 acres of farm lands improved and unimproved in the United States the possibilities of aggregate increase in value are enormous.

These figures constitute conclusive evidence of the immensity of traffic on the common roads. They do more—they give food for reflection as to where the cumulative losses in wear and tear of wagons, harness and teams, due to poor roads, will land us on the debit side. Nobody can ever approximately estimate this drain, but everybody must know it is in terms of millions.

The loss in dollars is serious enough for grave concern, but when the additional charge is made that bad roads are a menace to our institutions, our health and our educational development it constitutes an indictment of such gravity as to demand paramount consideration. Hundreds of millions of fertile acres remain untilled while the insanitary and unwholesome city tenements are crowded with human beings whose standard of living must result in their mental, moral and physical decay.

It is not generally realized that our 2,155,000 miles of road constitute a great source of disease. By means of dust disease germs enter the human system. This is particularly true of tuberculosis germs. Roads of the future in great centers of population will be practically dustless, and the bluminous and other bladders which will be used in the construction of such roads will not only minimize the

danger of disease by reducing the dust nuisance, but they are in a measure possessed of antiseptic properties.

There is no phase of life in the country, social or economic, which is not affected by good roads. There is a direct relation between improved highways and the value of land, the attendance of children at school, the health of the community and everything else that tends to make life in the country efficient. And this, in turn, affects the people in the cities who live on the country products. It is a task—the maintenance of good roads—which affects every person in the country, no matter where he lives or what his profession.

Road building is an art based upon a science. In this age of specialists it almost surpasses belief that the American people, so practical in all other lines of endeavor, should permit their golden millions to be frittered away

by men who for the most part know little or nothing about either the science or the art of road building. There are today more than 1,000 petty road officials in the United States, each and all receiving compensation.

Very few of these men devote more than a fraction of their time to road work, because their interests lie elsewhere and their compensation is too small to enable them to devote their entire time to the work. It is not surprising that a century and a quarter of this kind of supervision has resulted in the present chaotic condition of our public roads. The reforms that should take place will provide a comparatively small body of trained, competent road builders devoting their entire time to continuous road work.

Not only must the roads be built by trained men, but they must be kept in repair.

The road building era has already begun. Already great strides have been made in recent years toward bringing about these needed reforms in the road laws and administration. In providing more adequate revenues and in devising methods of construction and maintenance adapted to the requirements of modern traffic.—Logan W. Page in World's Work.

HASKELL'S HIGHWAY PLAN.

Oklahoma Governor Advocates a State Good Roads Commission.

Governor Haskell said recently that he will recommend to the Oklahoma legislature, possibly at a special session, the creation of a state good roads commission and the office of state engineer and will favor the continuance of good roads from one county into another.

"The building of roads—that is, permanent and good roads"—he said, "is quite as large an undertaking as building railroads. They should be of large extent and should not be stopped arbitrarily at the county line just because the authority of the county commissioners does not extend into the next county. The way to build our roads state wide is to create a good roads commission to act as a consulting board for the various sets of county commissioners. The engineer of the board would, in fact, be a state engineer, who would plan the state standpoints for good roads from a state standpoint and lay the plans before the sets of county commissioners for approval and the voting of the necessary bonds to defray the expense by counties as must be done under the present good roads law. The only thing that the state can furnish is convict labor."

Sand-clay Roads in Kansas.

Sand-clay roads are made of those two materials, and in some parts of the south are held to be, for particular regions at least, more practicable than macadam. This construction is now being introduced in the sand hill country of Kansas, where the sandy roads have hindered agricultural development by imposing great difficulty on the transportation of farm products.

Garden City, which is in the sandy country, solved the transportation problem by building a sand-clay road through the hills south of that city. Before this road was built farmers had to haul their grain more than twenty-five miles by a roundabout way in order to reach a market that is only ten or twelve miles distant. The property owners of Hutchinson and McPherson counties are now considering the opening of a big territory that has been handicapped by heavy sand hill roads.

More Real Work Needed.

A good roads convention is always a helpful institution, but there are a great many people who would do well to spend more time in making roads instead of attending conventions.

Good Road Movement Spreading.

The split log drag is still meeting favor in many parts of the United States. Good roads associations are being formed all the time, and better roads are making their appearance over many sections of the United States. All this agitation will lead to permanent roads. The quicker the better. Get into the movement.



THE SAME ROAD MACADAMIZED.



COUNTRY ROAD UNIMPROVED.