

The Norfolk Weekly News-Journal

The News, Established 1881.
The Journal, Established 1877.
THE HUSE PUBLISHING COMPANY.
W. N. Huse, N. A. Huse,
President, Secretary.
Every Friday. By mail per year, \$1.50.
Entered at the postoffice at Norfolk, Neb., as second class matter.
Telephones: Editorial Department No. 22. Business Office and Job Rooms No. H 22.

Chicago must have felt that she was in the thick of the fray last week, with a presidential visit, a big strike and St. Patrick's day all on the boards at once.

The only thing a man can do with injury is to forgive it. Then the matter ends. To strike back is to involve one's self in endless trouble and make many innocent ones suffer.

When the corn raised on the rocky, sandy soil of New England takes first prize at a national corn show in Denver, no man need despair of raising corn because his soil is poor.

This report that automobilizing causes baldness in women looks like the strategy of some ultimate consumer, who hoped to persuade his better half against the craze by indirection.

J. R. Smith of Beach, N. D., last year, on 2,000 acres of land raised 32,000 bushels of flax which he sold at \$1.50 a bushel. Mr. Smith does not have to be told to go back to the farm.

The St. Louis woman who started the fad for kissing Hobson, the "hero of the Merrimac" has recently married a rat-trap peddler. Now and then crimes are adequately punished in this world.

The government revenue service lately captured \$112,000 worth of wings and plumage of wild birds which the Japanese had poached on the small islands of the Hawaiian Islands.

Jeff Davis, accidental senator, says he would like to see Rockefeller fighting flames in the bottomless pit. This wish, if granted, would put Jeff where the maker of such a wish belongs, anyway.

A bill has been presented before the Maryland legislature, providing for a fine or imprisonment for women who wear hats more than ten inches wide. This reminds one of the old Connecticut "blue laws."

The proposal of a member of congress that ex-President Roosevelt should be given free use of the mails is utterly senseless and no one would resent such special privilege quicker than Mr. Roosevelt.

The newspapers that spent thousands to have special correspondents meet Roosevelt would have done as well at home with a cub reporter armed with a book of Egyptian travels.

Dr. F. G. Longstaff, in his recent exploring expedition in the Himalayas, discovered a new chain of the Karakoram range which contains a group of immense peaks, the tallest of which he found to be 27,610 feet high.

Barney Oldfield makes a mile in his auto in 27.33 seconds, the fastest ever by a human being, and all motorists feel some sympathy with the motive which led him to stake his life in this gamble.

At last it looks like an appropriation to raise the Maine. It's bad enough to leave your old junk in a neighbor's front yard, but worse still when the bones of your defenders are placed in that class.

Ty Cobb gets \$9,000 a year for throwing little balls in the air for the Detroit team. What would George Washington have said, if he had foreseen this while trying to collect ham bones for starving soldiers?

Dr. Wiley said in a recent address that in half a century the world would be run by wind, water and alcohol. Putting two-thirds of the responsibility on water and alcohol to make the future easier for congress.

Henry Cabot Lodge has been, and is, the most conspicuous example of the scholar of politics, but if Woodrow Wilson becomes the candidate of the democracy for president, he will have eclipsed the Bay state scholar.

Representative Hamison of Iowa says he will not run in congress because he is a poor man. When he is worth \$200,000 he may consider re-entering congress, until then he will devote himself strictly to business.

The mayor of Chicago says the city streets were never so dirty as now. What a lame and halting thing municipal government is anyway. How long would a manufacturing plant superintendent be tolerated if he could not keep the brooms moving?

Colonel Roosevelt does not sneer at the results of British rule in India and the Sudan as many American travelers have. Few men are more competent than he to judge of Eng-

land's management of her dependencies, and his verdict is one of praise.

The Standard Oil lawyers were meek and apologetic before the supreme court. They were sorry for past "mistakes" and full of promises for the future. If they had pleaded guilty to the charges it would have been more consistent with their demeanor.

Words like people are often spoiled by bad associations. Take the word charity, a beautiful word, with a beautiful meaning; yet it has come to mean little beyond food or clothing handed to beggars. Philanthropy has suffered almost as serious a decline from its original meaning.

The new Hotel Vanderbilt planned for New York City is to be a good sized structure of twenty-one stories. In an article describing it the sum of \$4,000,000 was mentioned, but whether that referred to the cost of erection or to the price of a night's lodging in it is not clear.

The new Belgian monarch is said to be studious, domestic and not absorbed by the love of money. He has a genuine sympathy with the workers of his nation and is anxious to raise the social conditions and educational standard among his subjects. He must present a striking contrast to his predecessor.

When we become discouraged at the apparent triumph of evil and think that "right is forever on the scaffold, wrong forever on the throne," it is well to remember that nineteen hundred years ago Paul was an outcast spurned and despised by the proud and powerful Nero. Today we revere Paul and name our boy for him, but we call our dog Nero.

An old memorandum book kept by an eastern lady in 1851 records prices very different from those we pay today. She paid only \$10 a month for excellent board, her clothes were beautifully laundered for 26 cents a dozen, she bought a pair of shoes for a \$1.25 and paid a \$1.75 for having a dress cut and made.

Walter J. Hill, the son of the St. Paul magnate, doesn't have any time for the aeroplane. When it comes to sports young Hill is a recognized expert with horses, autos and motor boats. He says he can fly high enough with the things he can manage on land and water without soaring away among the clouds.

It is stated by automobile authorities that the \$1,500 car of today, within reach of the purse of the doctor, the lawyer and the average business man, is decidedly more reliable, economical, comfortable and handsome than the \$5,000 car of five years ago. It is the triumph of American genius in automobile construction.

Captain Sverdrup, Nansen's navigator, adds to the complication of the north pole controversy by giving it as his opinion that it is impossible for anyone to prove that he has been at the north pole. If this is true and Cook and Peary seem to add proof to the statement, isn't it about time to stop hunting for something that you won't know when you find it?

Governor Folk of Missouri wants to be a candidate for president on the democratic ticket on a strictly free trade platform. It's encouraging at least to find a democrat with positive convictions and who isn't afraid to express them. But Governor Folk evidently does not expect to ever occupy the white house. Half the democracy would run away from such a slogan.

Colonel Peter Kozloff, leader of a Russian exploring expedition to central Mongolia, after spending two years in unearthing the buried city of Chara-Choto, the capital of a powerful Mongolian nation which was overthrown seven centuries ago by the Chinese, has returned to St. Petersburg with a great quantity of valuable relics and art treasures which will be handed over to the Asiatic Academy of Sciences.

It is most essential that American exporters should visit South American countries and observe for themselves conditions there. The American business men should study the needs of their customers and the proper methods of packing to resist the climatic changes and pay attention to the details which will please South Americans' fancy. This country can ill afford to have these near neighbors establish trade relations with European countries.

In China today there is not a christian church without a medical practitioner or a hospital attached to it, and the more important churches even maintain a medical school. In these countries where for years the physical well being of the people has been so grossly neglected and so ignorantly and cruelly prescribed for when the attention was paid to the sufferers the missionaries find it necessary in many cases to first heal the body and then appeal to the soul.

Dr. Just, one of the directors of the Kaiser Friedrich's museum, has

recently visited America. He came to scoff, but remained to praise. Like many Europeans, he believed that the Americans of wealth who collected art treasures in the old world, merely sought to display them to add to their social prestige, and had no real appreciation of their artistic value. He frankly confesses himself mistaken and declares that so far as he was able to observe it, the artistic taste of Americans will rank in all respect with European communities. He surprised himself by counting more Rembrandts in America than Germany possesses.

Among the innumerable models to be found in the U. S. patent office, many of them useless, is a contrivance for stopping runaway horses. It consists of a long steel rod with a heavy hook reaching out to the middle of the horse's back and operated by a mechanical combination in the carriage, so that when the animal begins to show signs of running away the rod is lowered, the hook passed under a loop in the harness and by means of levers the unruly horse is raised in mid air, where he is kept suspended till he promises to be good. Presumably the person who studied out this complicated rigging expected to make a fortune by the popularity and sale of his contrivance. Just imagine a couple of ladies out driving and suddenly feeling it necessary to check their steed by hanging it up in the air for a spell. Most of us would find it cheaper and more satisfactory to sell a tricky horse rather than buy such a ridiculous contrivance. Hence the disappointment of the inventor.

NOW LET CONGRESS ACT.
President Taft's interest in the house rules fight has all along been confined to the effect which the row might have upon the republican party program. He was anxious that by the platform pledges be kept before internal dissension interfered and made legislation impossible.

It is possible the change in the rules, however, may prove of more benefit to the country at large than some of the legislation which has been pending. That is the theory of the insurgents, at least. And now that the broader committee on rules has been made possible, it is to be hoped that the republicans in congress may get together and enact the work laid out by President Taft. The fact that the regulars and insurgents joined in practically re-electing Speaker Cannon after the rules fight had ended, indicates that solid party action is possible.

The country will welcome action on pending bills in preference to the grandstanding of a few chautauqua circuit lights seeking notoriety for use during the coming summer.

CHAUTAQUA POLITICIANS.
Now the "regular" republicans are going to meet the "insurgents" on the latter's own ground and go in for a campaign of sentiment moulding by the way of the chautauqua circuit. It is just as fair for the regulars to take this mode of campaigning as it is for the insurgents and the announcement from Washington that this plan is to be tried out serves to emphasize the enormous leverage which the radical spellbinders such as La Follette and his ilk have been working up through the chautauqua means.

And the hub of the whole plan lies in the fact that the people pay these men for working up political capital for themselves. La Follette, for example, received \$250 for speaking in Norfolk at the chautauqua two years ago this summer. Yet, despite the fact that he received his money from a non-partisan audience belonging to all political parties and of all sorts of political creeds, Mr. La Follette took advantage of his hearers to expound La Follette insurgent politics and thus to work up his own political future.

This year Cummins, now able to draw bigger pay by reason of the fact that he is a senator, will come to Norfolk and though paid a big price, take advantage of the occasion to work up Cummins' political doctrines for the political benefit of himself at some future date. This country formerly thought it did well enough to give its time to spellbinders seeking office through oratory. But the tables have turned when, as under present conditions, the public will pay extravagant figures to these self-same self-seekers to work up their own reputations.

As a matter of fact, the officials drawing pay from the people to attend to public work, have no right to devote the people's time to fostering personal campaigns or personal purses.

United States senators are well paid by this government. They are well enough paid that their entire time should belong to the government. And when they make their public work merely a stepping stone to the chautauqua platform for personal money or publicity gain, starting radical propagandas in Washington for the sake of getting in the limelight and thus commanding more dollars for their chautauqua speeches, the situation takes on an aspect of comedy. And it must occur to most people that a resolution in congress asking con-

time to the legislative problems of the nation, as they are paid to do, in preference to charging the public for their own partisan ideas, would not be out of order. Heretofore the radicals have been allowed the chautauqua platform to themselves, and it was bad enough. Now that the regulars are to meet them on their own ground, the situation grows more unique. But it is eminently as fair for one side as for the other.

DOES CIVILIZATION WEAKEN US?
There is a current philosophy that the only answer to this question is in the affirmative—and yet in spite of all this it ought not to be true and cannot be accepted as in any way final. To be civilized in general terms is to be humane and considerate of the rights of others; to be concerned about those things which uphold and uplift rather than those which merely disrupt and destroy. The really civilized man—the one you picture in your ideals—is absorbed with tremendous energy in giving larger opportunities to a larger number; in relieving want and disease and despair; in encouraging saner living, healthier sports, better methods of doing business, higher conceptions of the responsibilities of citizenship, a wider vision of what "neighbor" means, a sympathy broad enough to know neither race, color or nationality; a passion for peace and good will manifesting itself in an eager endeavor to supplant the rule of gold and brute strength by the golden rule and the strength which comes from human brotherhood. The program is a very large one and its undertaking fraught with so many hindrances and difficulties that it is little wonder that men are timid in regard to its ultimate triumph.

Glancing over the history of the ages which are past there is little to inspire us with positive notes of victory and much to dismay us by the overpowering testimony that brute force, the iron will and the ability to fight in mortal combat to the bitter end, has been the test of individual or national supremacy.

Leaving aside the conquests of those who have secured thrones and subdued whole peoples by "wading through rivers of blood" and exploiting themselves in the most barbaric ways as unworthy of notice, we still find ourselves up against the same problem of the necessity of great virile physical ability on the part of any man or nation who is to dominate and control affairs largely.

Anglo Saxon christendom has done great things for the freedom of the race. But whether under Alfred the Great, Cromwell, William of Orange in the old world, or under Washington or Lincoln or McKinley in the new, it has always been done by the call to arms and the sacrifice of thousands of precious lives. Our heroes today, as ever, are mostly those whose names are closely identified with historic battlefields. Here it is that very largely we find "the immortal names that were not born to die." The world has always had in every age some cause which men could rally to the support of and give up their lives if need be—and it generally has been—that it might triumph.

Now civilization, in the best and highest sense, in free and enlightened America today means a doing away with warfare along with the other great evils in the bygone years. Is it any wonder that men pause and query what the result will be? Heretofore, war has acted like a tonic and the call of the fife and drum to fight, for chief, or fatherland or liberty has given courage to the thousands who left home and business and everything they held dear that they might go to "do and dare" for leader, country or principle. If these incentives should be taken away and a reign of peace prevail for long years over the face of the earth would not men grow cowardly and timid and heroism and devotion merely a tradition?

We have to face the stern and undeniable fact that the history of the world shows again and again that the more civilized countries like Egypt and Greece and Rome would have gone down into utter oblivion long before they did had it not been for the hardy barbarians who conquered and reinvigorated them. Even in our own America, it is conceded that the descendants of the first colonists have been greatly aided and strengthened by the newer immigrants from Europe. Those who were first feared are now welcomed as the very salvation of the race. If the less cultured but more sturdy human forces are merged in a more gentle and peaceful era, what will be the result?

The argument, however, does not hold as securely as it might seem. There is no plea in a more considerate civilization for men who are one whit less forceful than were their forebears. It is a mistaken notion. Never did the world want more manly and courageous men than it seeks in the more fraternal era which every thoughtful observer recognizes as already begun. That this is true is found in the attention now being paid to the great subject of the conservation of humanity. Everywhere in school, in press, on the platform and on the street the great fundamental topic of discussion is going on not alone about the rights of men but the responsibilities of society toward

them. How shall men be well born, well fed, well trained—these are questions pressing for solution. For it is realized as never before that if the new order of things is to prevail, if men are to act in truth and deed as if they were brothers they must of necessity live upright lives, with every power finely skilled and dominated by a superb self control. These are not the qualities of weaklings. Such men need not be afraid of any comparison with the Caesars or Napoleons in the prime requisites of courage and physical virility.

And this strong and mighty empire of civilization led by men with their faces toward the eastern sky, illumined by the radiant kindness of fraternalism will usher in the better days—the golden days—of good will and universal peace.

Never was there such a call for courage and brave hearts as there is today and the call is morally certain to grow stronger for men who in business can be fair, in politics honorable, in the home true, and everywhere just and kind.

THE WORLD IS GROWING BETTER. Men are beginning to comprehend that they are brothers. The truth is overwhelming that a civilization based upon the teachings of the Fraternal Nazarene "I came not to be ministered unto but to minister," is the goal of human endeavor—worthy of being promoted by the strongest and most courageous of the earth.

AROUND TOWN.
Here comes the equinoxial. Yes, spring's officially here.

Is it kind of a man to beat his own son at golf?
Spring officially has arrived. Now run, you groundhog.

Now duck, you smokers. The campaign cigar is on tap.
Colonel "If" plays even a more important part in golf than Colonel Bogey.

St. Patrick's day has gone and the teachers' convention and election day are next to bat.
Your wife's Easter hat will hit your pocket book now almost as hard as a dozen eggs did two months ago.

A Norfolk farmer lost a purse containing a check for \$215. He must have sold the family pig Saturday.

Dogs know a good many things; we've noticed that a cur dog always looks pleasant in the presence of a bulldog, and doesn't bristle up, and look for a fight.
An extreme idea of economy is found on a tombstone in Norfolk. The inscription upon it tells the date of the birth and death of the man of the family, and gives the date of his wife's birth. The date of her death is left blank, as she is not yet dead. It is presumed the job was secured at bargain rates, by reason of the job lot of dates being put on all at once.

Don't whisper a word about the March winds, for fear you may stir 'em up.

ATCHISON GLOBE SIGHTS.
Blackbirds in the trees and meadow larks on the fence posts help some in bringing conviction that spring has really arrived.

About the only thing a man notices in new spring goods is negligee shirts. (The clothing stores are showing many beautiful patterns this spring.)

For purpose of diagnosis, the people may be divided into two classes: those who have rheumatism, and those who know a cure for it.

Last fall an Atchison man had a fat hog, and people said to him: "What a lucky man you are!" But his kin heard about his having a fat hog, and, by the time he killed it, seven of them were living with him. And they remained at his house all winter.

Farmers used to cut off the tails of their pigs, as the tails became too long, and collected balls of mud. But the farmers have quit the practice, since hogs reached \$10.00, and the larger the ball of mud the pigs collect on the end of their tails, the better the farmers are satisfied.

There are two brothers living in this vicinity who are always carrying great loads of kin. But they have two brothers who won't stand the kin burden. There is a good deal in being cold; if you are glad to see your Cousin John, and your Aunt Carrie, and your Uncle Henry, you are making a mistake.

What has become of the old-fashioned door bell that pulled, and that sounded all over the neighborhood, giving the neighbors opportunity to get to the window to see who is calling? That little modest button that pushes, and is heard only in the house, deprives the neighbors of one of their greatest joys and rights.

The next time you are asked to serve on a soliciting committee, ask yourself the question: "Have I a right to bore my neighbors and friends in this way?" People hate soliciting committees, and half the time the errand of a soliciting committee is an unnecessary one.

"An agent is always dangerous. An agent called on me lately, and I thought I was so safe that I played with him. The result was, he knocked me out for \$80. Don't fool with an agent. I do not know yet how this man succeeded in victimizing me, but I know he did it."—Parson Twine.

BAD ROADS ARE COSTLY

RESPONSIBLE FOR HUNGER AND ILLITERACY IN U. S.

GREAT HANDICAP TO FARMERS

They Suffer Heavy Losses Getting Their Products to Market Over Ill Kept Roads—Land Values Advance With Improved Roadways.

Two hundred and fifty million dollars a year are wasted on bad roads in the United States. Added to loss on haul, the storage and extra food rates make the total expense \$1,000,000,000 a year. This means a tax of \$12.50 on every man, woman and child in the country. Corners in the grain markets are frequently the direct result of bad roads. In four bad road states 375,000 people out of 7,000,000 cannot read or



RURAL ROAD BEFORE IMPROVEMENT.

write. In four good road states out of 6,000,000 population there are 20,000 illiterates. Do good roads concern you? If you are one of the 30,000,000 people who live on farms in the United States it is a fairly safe guess that you know something about bad roads, even if you do not know and have never chanced to cross the 7 per cent of improved roads of the total 2,000,000 miles of highway in the United States. America's country roads are so notoriously bad that it costs more to haul a ton of wheat from farm to market than to ship that ton from New York to Liverpool. America's country roads are so bad that it costs the American farmer 23 cents to haul a ton when it costs the English or the Belgian or the French or the German farmer only from 7 to 9 cents for the same haul. You, Mr. Town Man, and you, Mr. Farmer, pay for the unnecessary waste of those bad roads, the town man by extra cost of what he eats, the farmer by lessened profits on what he sells. The same reason explains why the town man pays \$1.25 in spring for potatoes which cost from 50 to 75 cents in the autumn.

The interstate commerce report shows that the railroads yearly haul 265,000,000 tons of farm produce and that the average haul from farm to market for the whole country is nine and a fraction miles. Put the cost of hauling a ton from farm to market on wheat at a round \$2 a ton for the nine miles and you have the cost of hauling farm produce at a round half billion dollars a year. Half that cost is waste, solely owing to bad roads.

The charge to haul wheat from New York to Liverpool, 3,100 miles, is 3.5 cents per bushel. The charge to haul a bushel of wheat from farm to market, 9.4 miles, is 5.11 cents. The storage on wheat at water fronts is 9 cents a bushel a year. The results of bad roads are yearly tolls of \$12.50 against every person who eats farm produce. That yearly waste would build 200,000 miles of A1 macadam roads every year, basing the cost at the very highest average of \$5,000 a mile.

The beauty of the relentless scheme of things is when we mend our ways—in this case, mend our roads—nature not only wipes out the deficit, but she puts a plus to the account where there used to be a minus. Supposing of the 2,000,000 miles of roads in the United States all were improved instead of only 7 per cent, what would be the result to farmer and consumer? First of all, the big deficit of waste on haul, on storage, on cornered prices, wiped out! The minus goes off the national slate and the plus comes on.

The good road moves the remotest farm right next to the market. A farm twenty miles from the market on an all year round good road is nearer market than a farm seven miles away on a bad road. Truck farmers in New Jersey and Long Island can haul their produce to market, thirty miles, cheaper than they can ship by railroad, and that produce nets, according to well known averages, as follows:

Fruit, \$80 per acre; flowers, \$2,000 per acre; corn, \$8 per acre; wheat, \$7 per acre; oats, \$7 per acre; vegetables, \$42 per acre.

Out in the Dakotas and Minnesota and Manitoba farmers haul their product thirty and forty miles, but they can haul it only when the roads are dry in the early fall, and at that season the price is lowest. The farmer along the good road can command the best price by hauling only when the price is best, and he can also raise the produce that gives biggest net returns. If you would learn why a whole family can live, and live well, off an acre in Holland and Belgium and France when a family often falls to live well off 100 acres in America.

With good roads Dakota farmers who under present conditions drive hub deep in gumbo mud during spring could market their crops when prices ruled the highest. Instead of selling their wheat at 70 and 80 cents in the fall they could sell it at \$1 during the winter and in the spring,

An additional price of even 25 cents a bushel would mean \$15,000,000 more in the pockets of the Minnesota farmers, a similar amount to the farmers of the Dakotas and to the wheat farmers of the Pacific coast.

New York farmers do not raise vegetables in quantities because until recently roads did not permit them to market such a perishable product in quantities. This holds good in New England. The same condition exists in the cow country and the grain country. Potatoes and onions your Dakota farmer can market in quantities. Therefore he raises them, but because bad roads cut him off from the market half the year he does not raise the more perishable vegetables. Vegetables he buys from California at fancy prices, another tax for bad roads. In fact, owing to bad roads, there have been seasons when New Yorkers were paying \$1 a bushel for their potatoes and western farmers were glad to sell them at 15 cents for pig feed and starch.

With access to market and best ruling prices, net returns increase and farm lands jump in value. It is an actual fact wherever good roads have gone land has increased in value from \$2 to \$9 an acre. In Jackson county, Ala., a bond issue of \$250,000 built 125 miles of macadam road. The selling price of land was from \$8 to \$15 before the road was built. On the completion land values went up from \$15 to \$25.

The effect of good roads on school attendance needs no proof. In the five states having the best roads the average attendance is 77 per cent of enrollment. In the five states having the fewest good roads the attendance averages only 50 per cent.

With these figures on schools it is not surprising to find that ignorance and bad roads go together. In the four bad road states, with a total population of 7,000,000, are 375,000 men and women, white and native born, who can neither read nor write. In four good road states, with a population of 6,000,000, are only 20,000 illiterates.

The movement for good roads is so recent that it need not be retailed here. When colonists first came to America the roads followed buffalo trails and Indian wilderness paths. As farms became fenced roads ran along between boundaries without regard to the shortest distance or grade, and these were kept in order (or disorder) by statute labor—farmers turning out for a day once a year for a road picnic, filling in holes that ought to have been filled in months previously, tinkering and trifling away time with no special director. The results were what might have been expected. Men do not employ blacksmiths as doctors, and why should farmers be supposed to possess the technical knowledge of an engineer? During various wars two or three good roads were hacked through the wilderness across country, from New York up to Boston along the old post road, from the



THE SAME ROAD IMPROVED.

Cumberland mountains west to St. Louis, from Virginia up through Pennsylvania to Pittsburg and when emigration began to roll westward from St. Louis to Oregon. With these exceptions the highways of the United States were a system of pig track trails.

Then came the great railroad building era down to 1880, when public roads were forgotten in the expectation that railroads would supplant them, but as population grew the necessity for roads to link farm with market became daily more insistent.—Agnes C. Laut in Collier's.

Good Substitute For Macadam.
One example of the road bureau's work will show its usefulness. Roads for the state of sticky gumbo soil have been almost a hopeless problem. There is a whole belt of such states along the south, and there is another belt along the Missouri where wheels sink hub deep and horses flounder to death in a mire more treacherous than quicksand. The road bureau discovered from many practical tests that by burning gumbo soil a roadbed compact as macadam could be obtained at half the cost of macadam or at practically only the cost of labor and of fuel to do the burning. There is no longer any excuse for lethargy in road building through the gumbo states.

South to Build Highways.
Eight hundred miles of improved roads are to be undertaken by the Southern Appalachian Good Roads association. Of these 300 miles are to be in North Carolina. Poor roads are said to cost that state \$10,000,000 a year. An enormous number of tourists go to the southern Appalachian region, but because of the poorness of the highways in general they see but a small portion of it. The great system of roadways now proposed is planned to make that wonderful region one of the most attractive in all the world.

Pin Money.
Mrs. Brideley—Reggie, dear, you know that \$50 you gave me for a new hat? Mr. B.—Yes, dear. Mrs. B.—Well, I've saved the money. Mr. B.—But I see you're wearing a new hat. Mrs. B.—Yes; in order to economize, as you suggested, I kept the \$50 and had the hat charged.—Lippincott's.