

The Norfolk Weekly News-Journal

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The Journal, Established 1877.
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If "time is money" there are a good many spendthrift millionaires.

With the Ballinger controversy now closed and the comet vanishing, life ought to be somewhat more restful.

Short terms in jail have been found wonderfully improving to the memories of witnesses in bankruptcy cases.

Any able bodied man who desires to visit the Pacific coast this summer will find that "Weston's way" is open to him.

Congressmen all appear at the capitol in hot weather dress. This must be an outcome of the shirt-sleeves diplomacy.

Burglars tried to loot a smallpox hospital at Louisville, Ky. They should be put where they will not "break out."

The great need for the month of June is an entirely new set of adjectives and polite phrases for reporting the weddings.

Lieutenant Shackleton knows how to boom the south pole. Besides discovering immense coal fields he reports signs of gold.

King George V is a successful stamp collector. Come to think of it King George III made a failure of collecting American stamps.

Great Britain has fought no great naval battles for many years, but it has sent many a battleship to the junk pile during that time.

Munich, Bavaria, now has a regular airship service, but as a regular trip costs the passenger \$55, it will not be over crowded at least for a time.

Think of a supposedly intelligent man wasting an hour and a half endeavoring to keep a cigar alight, and then boasting of the valuable accomplishment.

Two hundred and fifty Apaches of Geronimo's band which were placed under armed guardship twenty-three years ago, still remain prisoners of war.

London no longer holds first place among the cities of the world in its foreign shipping, but has given way to New York, while Antwerp crowds the world's metropolis into the third place.

Professor Karl Harries of the Kiel university has taken years of experimenting to find that rubber is dimethyl-jalooctoalen. If he had put a piece on a hot stove he would have found it out at once.

It is a significant fact that most injuries which result in lockjaw are very slight. The reason for this is that more serious wounds are given attention by nurse or physician and are properly cleansed and cared for.

A New York judge whose integrity was questioned because he accepted the "private convenience" of a home telephone, defends his action on the ground that instead of being a private convenience it was a personal nuisance.

Much doubt was expressed as to whether the United States irrigation projects would pay or not, but on the North Platte project in Wyoming and Nebraska more than one-half the farmers were able to make their payments before they were due.

The aim and purpose of "optimist society" for the cultivation of cheerfulness is poetically expressed in the following couplet, "Tween optimist and pessimist, the difference is droll. One of them sees the doughnut and the other sees the hole."

Recent investigations in Germany show that there will be a possibility of obtaining heat from the interior of the earth if all other sources fail. Scientists have bored to the depth of 7,400 feet and find there a temperature of 182 degrees Fahrenheit.

King Edward's greatest life work was the complete reconciliation of his nephew Kaiser Wilhelm and the German people. That the reconciliation is likely to be lasting is evidenced by the Kaiser's words concerning his uncle. "We learned to understand each other late in life, we finally did understand each other and a friendly understanding it was."

The Olympic and Titanic of the White Star line which will probably be ready for launching next fall are to be 45,000 ton vessels and will far exceed the tonnage of the Mauretania and Lusitania. It is one thing to build these monstrous ships and another to

dock them. America must hasten its channel and dock improvements or lose a share of the mammoth business which these great ships will handle.

The bubonic plague has spread from the rats to the ground squirrels which are so numerous in California, and through them, city and country have both become infected. Considerable uneasiness is felt by health authorities over the condition and the cost of stamping it out will now be great, to say nothing of the constant and unremitting efforts which alone will check this dread disease.

The other day a small boy picked up a wreath of roses that had been dropped in the street during a funeral procession. He gave it to an old woman and said, "Me believes in decorating folks before they die," says an exchange. Is not that a great belief to live? It is glorious to decorate. There are many flowers, not all roses, but kind words and loving thoughts to decorate your friends as they pass your garden gate.

The International Paper company is doing some very practical reforestation on quite a large scale on a tract of land owned by the company near Phillips, Maine. This year 150,000 Norway spruces have been imported to be set out on this waste tract, where the good work was begun last year by setting out 10,000. In this manner the company expects to solve the problem of deforested waste and provide a future supply of material for its pulp mills.

Pulaski and Kosciuszko, the Polish heroes of revolutionary fame, have both been honored by monuments at Washington to which the Polish-Americans as well as the government contributed. A monument to Kosciuszko has also been placed at West Point where he superintended the construction of important fortifications during the revolution. It is fitting that the American should honor the services of these men of foreign birth who aided her in her struggle for liberty.

No present increase in the number of battleships is made by the launching of the later vessels, as old crafts were retired from service, but the number of big guns was increased from sixty-four to eighty-four and the efficiency of the navy greatly strengthened in other ways. During the next two years it is the plan of naval officers to continue replacing inferior craft by the best until the battery strength of our war ships will be doubled, although their number will be increased only five.

The Pacific coast records the largest salmon pack ever known. It is thought by those who have studied the matter that the depletion of the Bering sea seal herds has an important bearing on the increasing supply of salmon. As these herds of seal go north to their breeding grounds they instinctively follow the run of salmon and fishermen estimate that the greedy seal kills his weight in salmon every day. While the extermination of the seal is to be deplored it is some compensation to have so delicious a fish as the salmon increases.

George Bernard Shaw, the English writer, is noted for his "bad breaks" but when he recently announced that he was ashamed of the land of his birth and publicly apologized for it, he went farther than most people will be willing to follow. He would do well to spend a few hours memorializing the familiar lines of an American poet—"Breathes there a man with soul so dead, who never to himself hath said, 'This is my own, my native land?'" Having stirred himself up a little by this patriotic exercise perhaps he could do a little something to better the conditions which he deplores.

Europe is not only being greatly benefited and built up by the millions that American heiresses hand over to their titled husbands and the other millions that American tourists furnish, but now it is being discovered that millions more are being sent forward to European countries by the immigrants who have become prosperous here. In Sicily, in Hungary, in Russia, whole villages are being transformed and made flourishing by the small individual amounts sent back to relatives from this side of the water. Not only is liberty here enlightening the world but opportunity is swinging wide the gates of cheer and hope, not only to the thousands who come, but the many who stay in the old countries.

THE PAVING IS UP TO YOU.
The paving bonds will carry if Norfolk will get out the vote.

That seems to be accepted as a fact. All Norfolk wants the paving. And consequently it seems fairly sure that all Norfolk will make it a point to turn out to the polls on Tuesday and give the small bond issue needed for intersections, an overwhelming majority.

If every citizen of the city will only make himself a committee of one, the bonds will carry by a splendid margin. But indifference may cost the defeat of the paving. And every man who favors the upbuilding of Norfolk will

help to insure this very much needed improvement by appointing himself a committee of one to boost for the bonds on election day.

It's up to the individual—and each individual must vote and get his neighbors to vote, if the bonds are to be assured.

Tuesday's the day to vote for the bonds.

OUR SOLDIER DEAD.
Once again the nation mourns its soldier dead—the dead who bled and fought and suffered that the stars and stripes might be perpetuated.

It is fitting that this great republic should take a day off to pay loving tribute of honor to those brave souls who saved this union. And all that we can do—the placing of beautiful floral tokens upon their graves—is but a slight tribute, indeed, when the sufferings that those men endured without flinching, is recalled.

To them—the old soldiers, living and dead, the United States owes a debt that it never, never can repay.

THE BLUE AND THE GRAY.
Whatever sectional differences may remain in this country, it is a source of satisfaction that the veterans of either side are always able to get together and find some basis of common sympathy. During recent years many of the G. A. R. reunions have been held on southern soil, and the veterans have always been treated with respect. Were confederate veterans to hold reunions in the northern states, they would receive the same deferential treatment.

After all, sectional differences are usually the work of politicians. Men that stood up to be shot at did so in any case from pure motives. Every man who has been through that terrific experience has more in common with the fellow on the other side who assumed the same hazards, than he has with the man of his own party who stayed at home when the call was ringing through the land, or than he has with the younger man born since that time, who has no conception of the sufferings of that grim epoch. Let us all, therefore, in every state recognize heroism and self-sacrifice wherever we find it.

THE PAVING, 9 CENTS A YEAR.
If you pay \$10 a year in taxes this year, your share of the expense of paving seven blocks on Norfolk avenue will be 9 cents a year for the next ten years and 27 cents a year for the ten years after that. The total cost of the entire job to you, with twenty years to pay it, will be \$3.60.

Can you afford to pay the price of one cigar a year to have Norfolk's business street paved? Is there a man in the entire city of Norfolk who will vote against those bonds? A committee of business men—J. E. Haase, W. A. Witzgman, H. A. Pese-walk, J. S. Mathewson and M. D. Tyler—investigated the exact cost and found the figures printed above. And as more property valuation is added to Norfolk, this estimate will be cut down, so that the chances are to the total cost in twenty years will be \$1.80 to the average taxpayer.

Nine cents a year for a paved city—isn't it ridiculous that there ever should have been the slightest argument raised against voting those bonds, in any quarter?

THE BONDS WILL CARRY.
Everything is ready for Tuesday's paving bond election and the bonds are going to carry. Tuesday will be one of the genuinely eventful days in Norfolk's life.

The bonds will carry because Norfolk—all Norfolk—wants paving. The city wants to go ahead and the vital necessity of paving is universally recognized. And it is readily recognized, too, that other improvements will rapidly follow upon the tracks of the paving.

People planning to come to Norfolk to live or to invest their money in Norfolk, are awaiting the outcome of the bond election. They want to be reassured that Norfolk has confidence in itself.

The cost of the paving is so small as to be not the slightest factor in the bond election. The expense will be 9 cents a year to the average taxpayer.

The paving will be one of the most important steps Norfolk has ever taken. The citizens of the city welcome the opportunity to vote for this progressive improvement.

And the bonds are going to carry, for every man in Norfolk is going to do his share by getting out and voting.

HAPPINESS AND THE SHADOW.
The great purpose of life is happiness—at least the nearest approach to it that is possible. It is for happiness that we toil, aspire, cultivate ourselves, love, marry, accumulate property, and perform all the wholesome duties of life.

ways leads us into morasses of disappointment.

Are you getting the genuine article, or the spurious imitation? Then is this to be remembered: Genuine happiness does not cost anywhere as much as the false variety.

Perhaps the only one to be envied, and yet the one least envied, is the one whose ideals are humblest and best fit into the hearts. For true happiness consists not in the multiplication of material wants, but in the simplification of them. There is likely to be more of it in a simple wayside flower than in a conservatory filled with exotics; more of it in the singing of a wild bird than in the braying of brass bands; more of it in the workman's bowl of bread and milk than in the sumptuous spread designed for the perverted palate of the rich; more in the tremulous "I like you" of a modest youth or maiden than in the dramatic "I adore thee" of a dissembling world.

True happiness lies not in what the eyes may see, the ears may hear, the palate tastes and the hands hold, but in the soul that senses these things.

And he who thinks he must toot the big brass horn or beat the bass drum to be happy will find the whole show of life a delusion and a disappointment.

LET THE PEOPLE SPEAK.
The News is not friendly to prohibition and is much less infatuated with the idea of county option. Nebraska has the best liquor law in the United States today, and we are much better off than Kansas and Oklahoma, with their prohibition laws, and their slick methods of enforcement. The Slocumb law with the 8 o'clock closing proposition, comes about as near controlling the liquor question as is possible. But a portion of the democrats are following Mr. Bryan in his new county option fad and the same element in the other party seems determined to force the issue upon the republicans. We do not believe county option by legislative action is going to satisfy its adherents when they get it. It is perhaps true that the time has come when Nebraska should take up the question and settle it, otherwise the agitation will continue indefinitely with its consequent tendency to keep business interests, political parties and communities in unprofitable turmoil.

If the question must be met now, it would be much better for each political party to incorporate in its platform a plank promising that the legislature at its session next winter will agree to submit to a vote of the people a constitutional amendment providing for statewide prohibition. County option is a cowardly make-shift at best and it would be far better to have statewide prohibition, doing away with the strife between neighbors who live on opposite sides of county lines and the county line road houses which are sure to follow the adoption of county option. Let the question be submitted to a vote of the whole people of the state, which puts it squarely up to everyone as to whether we want prohibition or not. This is the only fair way to meet the question, and the responsibility for the result will rest with every voter in the state, not with a few members of the legislature.

As the matter stands now, both the leading political parties are split upon the question. In both parties there is a faction trying to secure the nomination of candidates for the legislature pledged to county option, while another faction in either party is endeavoring to elect men opposed to the proposition. Before the campaign is over this situation is going to lead to a chaotic condition of affairs, if it may not be said that they are already so, and frequently will lead to the defeat of the regular nominees and the election of independents.

This whole proposition might be mightily simplified by all parties agreeing to submit the question to a vote of the people, applying Mr. Bryan's principle of initiative and referendum, if you please—where it rightly belongs.

AROUND TOWN.
Did you vote for the bonds?
The swimming season is backward.
Now on with the straw hat, you fellows with nerve. Who'll be the first?
Norfolk avenue is going to be paved with something better than good intentions.

Another Memorial day is at hand. And there's this to remember: It's a funeral day and not a day for joyful celebration.
Wouldn't you like to be a boy again just for the privilege of enjoying this week? It's the last week of the term—and examinations are on.
Here's another first of the month. These bill collectors don't seem to do anything but just come back. They could give lessons to Jeffries on that.
"I wish I could preach just one sermon," a Norfolk man says. "And my text would be: Take the cards that are dealt to you, and play the game."

If you pay as much as \$10 a year taxes now, the paving of Norfolk avenue will increase your taxes 9 cents

a year for the next ten years. Can you stand the expense?

Is there any punishment known to this world that would be adequate to hand to a newspaper man who would deliberately scoop his own paper an entire week on the arrival of a new boy at his house?

Grand Island began talking about paving last fall. The subject hadn't been discussed up until then, in any concerted way. Today Grand Island has forty-five blocks of paving all finished. Three streets are paved for nine blocks each, with all cross streets between them.

ATCHISON GLOBE SIGHTS.
The most disgusting liar is the loafer who claims to be as good as an industrious man.

Most people have maudlin sentiment mixed with what they call their sense of justice and right.

We wish we were so situated that we didn't need to care whether the farmers used the road rag or not.

How it pleases a foolish, obstinate man to hear some one say, "He has the courage of his convictions!"

What has become of the old-fashioned man who attended a wedding, and insisted on kissing the bride?

If a foolish woman will tell a man she is such a fool, and not smart like he is, he will decide she isn't a fool at all.

"If I should buy an automobile," said an unlucky Atchison man today, "what a lot of fun my hoodoo would have with me!"

When a farmer gets gout, it is from over-indulgence in ice cream and cake, and from drinking too much coffee.

When we hear anyone say, "I wouldn't lie to save my own life," we begin to doubt their other statements, too.

When the paper announces that a man has bought an automobile, every one involuntarily checks off what neighbors will get a chance to ride in it.

When the first baby is new, its mother, with pain still sharp in memory, always says, "It is the first, and I intend it to be the last." and when old-fashioned women who have had nine or ten children, hear her, they go into another room and almost laugh themselves to death.

The shawls are "coming back." But what use will there be for them since there has passed out of sight forever the women who wore hers as much to protect the baby she carried under it as to protect herself.

The discouraging feature about a woman having a higher ambition than to be a butterfly, is that after a man has eaten a good meal some anti-wife has prepared, he plainly shows he would like to have some butterfly amuse him.

A man must not only attend all the family reunions, but after his wife is dead he must hunt up all her stray dead kin and bury them in the same lot with her, so that her family reunion may be perpetual, if he wants to be entirely satisfactory.

When the girls are grown, and go out in the evening with young men, their mothers get lonesome, but they more than make up for this neglect later in life. After they are married and the babies have come mother's lonesomeness is constantly on their minds. "Mother is lonesome," the daughter will say, "and I will send the children over to keep her company while I go down town." "Dear mother," the thoughtful married daughter will tell her husband, "is so lonesome. I have decided to ask her to come over and keep the baby for us this evening while we go out. He is teething, and so cross that dear mother will forget how lonely she is." And so the dear daughters plan all their days with an eye to the comfort and happiness of dear mothers.

Not so very many years ago the family gathered around to hear Daughter sing, "Wait for Me at Heaven's Gate," "Pass Under the Rod," "She Sleeps in the Valley So Sweet," "Ring the Bell Softly, There's Crepe on the Door," or a song with a similar sentiment. The Cold, Cold Tomb figured in every song, and it was a popular notion that a girl couldn't sing unless she sang with such "feeling" that she brought tears to every eye. But what a difference now! "Has Any One Here Seen Kelly?" is the most popular song of today. It is said that one music store in Kansas City sold 1,000 copies in one day. "Has Any One Here Seen Kelly?" has nothing in it about Heaven or the Tomb; no one will shed a tear over the sentiment of the song though it may become so popular that tears will be shed because it is sung so often. "The Christening of Abraham Lincoln Jones" is another hot favorite with Daughter these days; also "The Big Cry Baby in the Moon," "What's the Matter With Father?" "Be Careful, Mary," "Do Your Duty, Doctor," "Heinze is Pickled Again," "Stop That Rag" and "That Mesmerizing Mendelssohn Tune." If the lover of music doesn't like these songs perhaps he would like The Hardwood Rag, The Dish Rag, The Chantecler Rag, The Cabbage Leaf Rag, Kiddo Rag, or Pickled Beets Rag. If this doesn't suit either, all that is left for him is to get a Jew's harp and pick out "Massa's in the Cold, Cold Ground" for himself.

GOOD ADVICE TO ROAD BUILDERS

SIMPLE METHODS FOR KEEPING HIGHWAYS IN REPAIR.

GOOD DRAINAGE IS IMPORTANT

"Don't Leave the Work for Others; Supervise It All Yourself and You Will Meet With Success," Says Donald McCoskey.

A prominent physician who is an enthusiastic road builder makes the following suggestions, which those interested in the cause will find very valuable:

First go to work; talk afterward. Make up your mind at the start what kind of road you are going to build. Then when you begin work on the road give it your full attention.

If you do this much yourself you will learn more about how to make country roads better in two hours than I could tell you in print in fourteen weeks. Again, I repeat, go to work; talk afterward.

The second thing is study the needs of the little stretch of road upon which you actually do your work. Make that stretch of road a model of good roadways in every particular. See to it that every individual who drives over your road becomes a talking advertisement for highway improvement. If you must blast out rock to afford good drainage for the side gutters along your road, why, blast them out. Don't wait to talk about it.

Earth and water spell mud, and a muddy road is not a good road, and



A CONCRETE CULVERT.

[From Good Roads Magazine, New York.]
You cannot get rid of water until the water has the right slope of a drainage channel to carry it off.

Culverts constructed out of concrete are believed by many authorities to be the best means of carrying the water from a well built road.

Third, if you can, do it yourself, or, if you must, have some one else do it for you, but be sure to get good, live photographs of your road before you start to work upon it, after several hours' work has been done and again at the conclusion as the final exhibition test of your work. Get as many good, live people as you can to travel over your road with the specific purpose of examining it in comparison with other roads neglected in your immediate neighborhood.

Get your newspaper men there. Get the members of your automobile club there. Get prominent members of your local board of trade there, for every business man in every town realizes that the better the roads which lead from the country to his town the more farmers there are who will travel to town and the more business he can secure.

Fourth, adopt the platform of P. B. Shaw of Williamsport, Pa., one of the "livest wires" for good roads improvement in the United States. Mr. Shaw's platform is "work and talk."

New Dust Layer.
Vice Consul W. Washington Brunswick furnishes the following information concerning experiments made in Chemnitz with a German anti-dust sprinkler:

During the last summer extensive experiments were made with "anti-staubit" to prevent dusty roads in Chemnitz. The material was bought by the city from potash works at Aschersleben and cost \$26.18 per metric ton of 2,200 pounds. The anti-staubit is sprinkled over the road by means of the ordinary street sprinkling cart. After carefully cleaning the street and moistening the material with water it is thus strewn when first applied, and for each square meter about one kilo (2.2 pounds) per 10.5 square feet is required. All subsequent sprinkling is done with a solution of 50 per cent water. According to the experience of the Chemnitz street cleaning department, the dust preventing effect of anti-staubit lasted from twelve to twenty-four days, according to the amount of traffic and the general condition of the streets.

To Build Road of Slag.
At Colfax, Ia., steps have been taken to improve one of the roads leading out of the city with slag. The material to be used is not blast furnace slag, but the refuse from a coal mine in the neighborhood. It consists principally of slate particles mixed with coarse fire clay and is said to make an excellent roadway.

Try a News want-ad.
If you rent good furnished rooms, want advertising will find good roomers for you. If they're not good roomers they ought not to be advertised—and, of course, will not be.

Try a News want ad.

CARE OF ROADWAYS.

They Should Always Be Dustless to Be Considered Ideal.

The good roads era has begun in many states, and already the steam roller, the piles of crushed rock along the roadside and the digging out of the original roadway are familiar sights in many of the eastern states. The roads built are generally of approved macadam construction, which, completed, are perfect strips of white ribbon running through the green fields and hills of the rural sections.

These roads are perfectly built, and as soon as completed the farmers and other ratepayers contentedly sit back and feel contented. This is a serious error and one being made in many states.

Many fail to realize that whenever dust is raised a road is being destroyed. This is particularly the case on smooth macadam surfaces, where there is nothing to hold the dust on the road and where every cross wind blows off any loose material.

As soon as roads are built arrangements should be made to keep them in repair. Some dust preventive should be used immediately macadam roads are completed in order to prevent dust.

Oil, tar and many special preparations are now on the market, and the communities should be educated to look upon these additions as a legitimate part of the road maintenance. California has its oiled roads, over which motoring is a pleasure to the motorist and not a dust path to the citizen who happens to be on the road the same day or who has the misfortune to reside along a well traveled highway.

Massachusetts has proved that road treatments are a success and more economical than continuous applications of water, and in England dust preventing is always considered a part of the road problem.

HIGHWAY OF THE FUTURE.

One Constructed of a Material Durable For Heavy Motor Traffic.

All road builders are now engaged in trying to devise a road which will stand motor traffic. Many new methods have been tried with varying degrees of success, but none of them seems to be perfectly satisfactory.

If broken stone is to form the wearing surface, then some means must be found to hold the binding particles so firmly that they cannot be sucked out, and sufficient strength must be given to the mass to enable it to withstand the sliding action of the wheels at bends and turns. Several kinds of tar macadam answer fairly well, but they are expensive.

It would seem that the most promising kind of road for heavy automobile traffic is what is called durax in England. It is a pavement of three inch irregular cubes of hard stone laid in small segments of cubes.

These stones can be cut by machinery and are comparatively inexpensive. They are laid without grout, but there seems to be no reason for its omission except the cost. Great quantities of this kind of pavement have been laid in Germany.

Unique Roadmaking Plan.
Judge William E. Porter of Lawrence county, Pa., has a unique idea for improving the roads. His plan is a jail on wheels—that is, a place where prisoners can be locked up at night and transported from place to place and employed in roadmaking during the day. He put his idea to a test, and the results were eminently satisfactory. The prisoners graded away a high hill on the West Pittsburg road near Newcastle and constructed a cement bridge over a culvert eighty feet long. The only expense to the county from this bridge that would ordinarily have cost thousands of dollars was for the material and the services of an engineer. The men employed were sentenced from ten to ninety days and were informed that the sentence would be materially lessened if they would work on the roads and not attempt to escape, and they worked.

Good Road Maxims.
A good road affords an excellent way to church.
A dollar spent on the road is as good as two spent on the farm.
A community is known by the roads it keeps.
Better go two miles on a good road than half a mile on a bad one.
The wide tire maketh the glad path master.
A bad road and its travel are soon parted.
Many path masters spoil the roads.
A little gravel is a dangerous thing.
Sow deep or wallow fall and spring.
The horse knoweth the bad road and leteth his ears drop.
Many country roads are paved—with good intentions, but for the most part with lumps of sod, stones, roots and rubbish.

Improvement Motives.
If an embargo of the same force were laid on the ports that is laid on farm traffic by bad roads the noise that would follow could be heard around the world.
If the money is expended wisely and honestly a people can tax themselves rich for the construction of good roads.
Road repairs to be effective must be continuous.
"Push! If you can't push, pull. If you can't pull, please get out of the way."
Caused by Lack of Good Roads.
The lack of good roads to remote regions is held to be one of the chief causes of the decline of British agriculture.

His Voice.
Polly Pinklights—What sort of voice has the new tenor? Fanny Footlights—Bum! You can almost see through the crack in it.—Philadelphia Record.