

The Norfolk Weekly News-Journal

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The man who makes dodging microbes the chief end and aim of life is a very disagreeable person to have around. China has officially decreed that English shall be the language used in scientific and technical education.

The girls of a western college have decided that their ideal man must be tall, have brown eyes and curly hair and an income of \$2,000 a year.

The Sihwald forest, owned and guarded by the city of Zurich, demonstrates the possibilities of scientific forestry carried on consistently for hundreds of years.

The Newfoundland fisheries dispute which has ever been with us since the American republic first drew a breath, are finally to be settled once and for all.

The old theory that the American Indian was not amenable to the influences of civilization and could never develop a capacity for citizenship is being discarded along with the other obsolete theories.

France has a "flying photographer," Maurice Branger, who gained distinction by following every aviation meet, with his camera specially designed to overcome the vibrations of a machine in flight.

Conspicuous among the bills that have been left over from the last session of congress are the bill for the creation of a central bank and the mail subvention bill.

The chemists of the governmental testing institute in Germany have discovered a solution which if applied to wood pulp will render it impervious to the action of time and atmosphere.

We have long read and heard of the tireless plains of the Panhandle country, but they are no more. Like tawny tireless plains of the trans-Missouri country, they have disappeared with the coming of the settlers.

The living expenses of kings as well as people in the ordinary walks of life have been increasing. The German emperor has asked for an increase of his income from the Prussian diet which last year was only three million, eight hundred thousand.

Paper manufacturers are studying the possibilities in the giant bamboo trees of Ceylon, believing that the fibre may some day supply the world's demand for white paper.

New England farms which were many of them abandoned in the rush for western lands are once more arising in value and in the appreciation

of those who cultivate them. There are many advantages which the New England farmer has over those of the west, one of the most important of these being the nearness to a good market.

New York City has several thousand more people than the whole United States had when the first president was inaugurated in 1789.

The June Century refers to the unusual spectacle of busy business turning out in large numbers to hear the reports from the foreign mission fields and lend their energies to the prosecution of this enterprise.

Two young men sent out by the American Museum of Natural History have returned from a two months' trip through the wilds of Mexico with hundreds of photographs, taken in nature's colorings and with the picturesque environment in which they were found.

The systematic advertising of cities and localities is growing in popularity. It is being proved by actual experience that even large cities which feel that they have passed the experimental stage and need no longer spread their special attractions before the world, are often distanced by smaller rivals who advertised persistently and cleverly.

When the plans under way for the better lighting of the city of Chicago are completed, the windy city will be the most brilliantly illuminated great city in the world at a cost of \$130,000 per annum.

New Zealand has many natural resources, but perhaps, none are more unusual than the sulphur island, known as White Island, which lies in the Bay of Plenty.

If King George had a Disraeli, a Chamberlain or a Cecil Rhodes as prime minister, he could with his comprehension of what the house of lords ought to be, form an imperial senate in which the princes of India, commissioners of Canada, Australia, New Zealand, South Africa, and all other colonial possessions should sit.

The Portuguese government has erected wireless stations on the Azores so that vessels upon the Atlantic may now be reached from either the European or American shore without having the message relayed from ship to ship.

Dr. Grenfell, whose remarkable services to the fishermen on the Labrador coast would fill many volumes with thrilling adventures, has probably done no one thing so likely to improve the condition of these people as the successful introduction of reindeer into their country.

In times past, the congressman was not a regular year round employee of the government. He kept a law office

or store at home, and when congress met left his business with partner or assistant and went to Washington for a few weeks or months. Now all this is changed. The congressional legislator from December till June and circulates from June to November.

Has Bryan met his Waterloo? That's what a good many of the democrats of Nebraska believe. The fight in the forthcoming democratic state convention at Grand Island is going to test the peerless leader's power pretty sharply.

Many admire Mr. Bryan's nerve in standing up before the Lancaster county convention and defying the house to leave him off the delegation and not endorse county option.

THE HIGH COST OF LABOR. For a year the newspapers have been filled with cheerful items to the effect that workmen in certain trades were getting advances in wages.

LOOKS AS IF BRYAN'S WATER WAGON WOULD BE A LONELY ONE. How about that new Union Pacific depot that was to have been started June 1?

THE CHARLTON AFFAIR. The international mix-up that has arisen over Porter Charlton, the murderer of his American wife at Lake Como, Italy, would seem to be a warning note sounded to the nations of the earth.

FLIES USED TO BE A SIGN OF THE SUMMERTIME; NOW THEY'RE A SIGN OF UNCLEANLINESS. Any at your house? Swat 'em.

THE EXPERIENCE OF THAT FRENCH WOMAN AVIATOR PROVES THAT WHEN YOU EQ SAILING THROUGH THE AIR, YOU'VE GOT TO TAKE YOUR HEAD ALONG.

SEEING HOW EASILY CHARLTON GETS OFF, DR. HYDE WILL LIKELY THINK IT'S A SHAME THAT HE DIDN'T THINK OF RECOMMENDING AN ITALIAN TRIP FOR COLONEL SWOPE'S HEALTH, THERE TO DO THE DEED.

NOT VERY LONG AGO A LITTLE NORFOLK BOY RAN HIS HAND INTO THE COLLECTION PLATE AT SUNDAY SCHOOL, AND WHEN IT HAD GONE, SAID TO HIS FRIEND NEXT IN THE SEAT: "I GOT FIVE CENTS; HOW MUCH DID YOU GET?"

WILL THE M. & O. RAILWAY COMPANY PLEASE RAISE ITS BRIDGE OVER THE NORFOLK A FEW INCHES, SO THAT PEOPLE IN THE MOTOR BOATS WON'T HAVE TO DUCK THEIR HEADS WHEN THEY PASS UNDER THE BRIDGE?

FOOD FOR PRESIDENT TAFT. When, a good many years ago, a certain labor organization sent a telegram to Senator Davis of Minnesota, asking him to favor legislation that would have permitted strikers to destroy life or property without interference, he answered bravely that they might as well ask him to vote to abolish the government of the United States.

EVERY MAN HAS A NATION THAT HIS "PRINCIPLES" ARE BETTER THAN OTHER PEOPLES.

proposed to exempt labor unions from the operation of the laws. Every man who so voted is unworthy of trust. He would betray labor as quickly as the most conscienceless capitalist who ever lived.

It is to the courage and patriotism of President Taft that the defeat of this monstrous proposition is due. The reasons for it did not count much, for no man could possibly be so ignorant as not to see them for himself.

THE AVERAGE BOY ANTICIPATES THE "CRAMPS" WHEN HE GOES IN SWIMMING AS PERSISTENTLY AS A WOMAN EXPECTS TO BE DRIVEN TO NERVOUS PROSTRATION.

YOU CAN USUALLY TELL HOW MUCH SENSE A MAN HAS BY HIS LAUGH. WE CAN STAND BEHIND A SCREEN, AND PICK OUT FOOLS AND IDIOTS BY THE WAY THEY LAUGH.

IF YOU WANT TO ASSIST IN BUYING THE SILVER WATCH THE WHITE MEN WILL GIVE TO A DARKY MAN WHO RUNS HIS WIFE, SEND YOUR CONTRIBUTION TO THIS OFFICE NOT LATER THAN 6 P. M. TOMORROW.

DAYSEY MAYME APPLETON IS VISITING IN NEW YORK, AND NOTHING OCCURS IN ATCHISON THAT SHE CANNOT HEAR. WE HAVE AN IDEA DAYSEY MAYME ENDS MIGHTY LITTLE ICE IN NEW YORK, BUT YOU WOULDN'T THINK SO FROM READING HER LETTERS.

HAVE YOU A CERTAIN EXPRESSION YOU USE A GREAT DEAL? IF YOU HAVE, DEPEND UPON IT THAT YOUR FRIENDS WISH YOU WOULD QUIT IT.

THE WORD "ADVICE" SHOULD BE CUT OUT OF THE LANGUAGE. IT HAS CAUSED MORE BITTERNESS BETWEEN FRIENDS AND ACQUAINTANCES THAN ANY OTHER THOUSAND WORDS IN THE DICTIONARY.

LYSANDER JOHN APPLETON WAS MORE TIRESOME THAN USUAL THIS AFTERNOON, IN HIS LOAFING AT ONE OF THE STORES. AS HE WANDERED OUT TO LOOK FOR NEW VICTIMS, A MAN SAID: "IF I SHOULD KILL HIM, I SUPPOSE HIS KIN WOULD HAVE ME ARRESTED, GO TO TOM MOXEY, COUNTY ATTORNEY, AND AS PROMPTLY AS THOUGH HE WERE A USEFUL AND WORTHY CITIZEN."

AN OLD-FASHIONED FATHER LEARNED THAT HIS SON WAS CALLING ON A GIRL EVERY NIGHT, AND REMAINING UNTIL MIDNIGHT. THE OLD-FASHIONED FATHER WENT TO THE GIRL'S FATHER, WHO HAPPENED TO HAVE SENSE, AND THEY ARRANGED FOR A MARRIAGE.

THE LANCASTER LITERARY SOCIETY WILL MEET IN SPECIAL SESSION TONIGHT TO DISCUSS THIS QUESTION: "Which is the greater disturbance in the middle of the night: Father's snoring or daughter's talking with some girl who is staying all night with her?"

"When I advise that a certain thing be done, those who hear the advice are immediately seized with a raging desire to do exactly the opposite. This morning I told an employe I wanted a certain thing done, and told him why, with great care and detail. Within five minutes I caught him doing exactly what I had told him I didn't want done."

EVERY MAN HAS A NATION THAT HIS "PRINCIPLES" ARE BETTER THAN OTHER PEOPLES.

Lodge emblems may be all right in lodge halls, but they have no business on the streets. If you are not bossed by a woman, you find it necessary to do a lot of disagreeable fussing to avoid it.

We have been advised to quit smoking gradually. We tried that, six years ago, and we are still quitting gradually. Some men laugh so loud and hard at their own jokes that they cannot hear you even if you make an effort to laugh.

This is called a free country, but if a man chooses to tie his cow to your front door what can you do about it? If you complain, you are called a crank. The man who works in a smelter, or fires a battleship engine, hasn't any hotter job than the gent who spends most of his time watching the thermometer.

Most of the stories about the "wonderful American newspapers" are printed in the American newspapers; we don't hear the people talking much along that line. After four years of snickering and smirking around about marrying a second time, an Atchison widower finally made it; and you should see what he drew!

"It's a wonder I get along as well as I do with my wife," Alois Phillip said today. "I am compelled to explain all my jokes to her. And that's no way to treat a husband."

"This is the way I get it: When I preach a sermon, half the people say it was pretty good, but that I hired someone to write, while the other half say the sermon was worthless."—Parson Twine.

YOU CAN USUALLY TELL HOW MUCH SENSE A MAN HAS BY HIS LAUGH. WE CAN STAND BEHIND A SCREEN, AND PICK OUT FOOLS AND IDIOTS BY THE WAY THEY LAUGH. WE CAN ALSO TELL A MAN WHO IS DEAF BY THE WAY HE TALKS.

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HAVE YOU A CERTAIN EXPRESSION YOU USE A GREAT DEAL? IF YOU HAVE, DEPEND UPON IT THAT YOUR FRIENDS WISH YOU WOULD QUIT IT. ONE CLEVER MAN OF OUR ACQUAINTANCE IS ALWAYS SAYING, "DON'T YOU KNOW?" AND WE SOMETIMES KEEP FROM SCREAMING WITH DIFFICULTY.

THE WORD "ADVICE" SHOULD BE CUT OUT OF THE LANGUAGE. IT HAS CAUSED MORE BITTERNESS BETWEEN FRIENDS AND ACQUAINTANCES THAN ANY OTHER THOUSAND WORDS IN THE DICTIONARY. DO YOU KEEP A SUPPLY OF ADVICE ON TAP, READY FOR INSTANT USE? MOST PEOPLE ACCEPT ADVICE AS ABUSE.

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ESSENTIALS FOR GOOD DIRT ROADS

MUCH DEPENDS ON GRADING AND DRAINAGE. WATER IS A CHIEF ENEMY

Any Slight Damage Should Be Repaired Immediately to Prevent Mud-holes From Growing—After Highway is Completed, Strict Attention.

When one stops to consider the number of miles of road in any state of the Union and compare this aggregate with the very small mileage of improved road one can see readily that it will be a great many years and perhaps generations before all, or even half, of the roads are surfaced with some hard material.

For this reason one should give careful consideration and thought to the construction and maintenance of dirt roads, which will continue to represent the greatest mileage for years to come.



WELL-BUILT DIRT ROAD. (From Good Roads Magazine, New York.)

In planning out a system of dirt roads for a state or even a country it is just as necessary to plan out the location and construction of the outlying dirt roads as it is of the highways which are surfaced with macadam or other hard material and of which these dirt roads are the feeders.

In road construction the ultimate end is to reach a certain point by the most economic route. Thus in its location the grade is one of the most important factors to be considered. While a steep grade may shorten the distance between two points, it is false economy inasmuch as the load a horse can pull decreases very rapidly with the increase in grade, and it will be found that it is far more economical to increase the distance and decrease the grade.

The earth road is more susceptible to damage by water than any of the specially surfaced roads, and therefore any little breaks or holes that may be made in an earth road by rain or a heavy load should be repaired immediately to prevent their growing into mudholes. As water is the greatest enemy of any road, so drainage is the most important consideration in road building.

The rain which falls on the road must be permitted to run off as rapidly as possible and by a very easy grade. After the road is located and graded and preparations are made for the drainage of the surface of the roadbed should be brought into just as smooth a condition as possible. The center of the road must be the highest and the crown slope gradually to the ditches.

The same care should be taken in constructing the surface of the dirt road that is given to the surface of a macadam or a sand-clay road. The surface of a dirt road should be free from all stumps, rocks and vegetable matter, for if not the cost of maintenance will be greatly increased and the cost of hauling will be much more.

It is necessary that a dirt road after once it is constructed be maintained as a dirt road if it is to be kept in the best condition. In repairing it do not use rock, gravel or brush, but use dirt of nearly the same character as that of the roadbed in order to make the road way uniform, so that it wears well and evenly. If holes and ruts are filled with rock, gravel or brush the wearing effect will be uneven and will cause other holes to be formed.

When the road surface is made entirely of dirt it can be kept in condition by means of the split log drag. This simple contrivance, if used regularly after a rain when the roadbed is moist, will smooth and shape up the road so that as soon as it is dried out it will be smooth and hard. The drag will fill up the ruts and holes.

Another point to bear in mind in connection with a dirt road is that it should be exposed as much as possible to sunshine and wind on account of their drying effect. Shade is good for a macadam road, but bad for a dirt road. Many a muddy place on a dirt road has been remedied by cutting away the shade and giving the sun and wind a chance to dry out the roadbed.

Indicted For Bad Highways. Acting in the direction of the Schuyler court, Pennsylvania, which has begun a campaign against all officials who are negligent in connection with road-making, the grand jury has indicted the members of the St. Clair council for failing to report bad roads conditions near the St. Clair mining operations. The Mount Carbon borough council was also ordered indicted by the court.

ROADS OF SAND-CLAY.

They Prove to Be Very Popular Where They Are Practicable.

The following is from the latest report of the Virginia highway commissioner: It has been the object of this department in determining the class of road to build in the various counties to utilize as far as possible local material and to construct roads most suitable to the needs of the several communities, taking into consideration the available material, the travel on the road and the financial condition of the counties.

The sand-clay construction has proved very popular in the localities where it is practicable, and I hope that the roads built in this manner in the eastern and southern portions of the state will demonstrate that the roads in those sections may be greatly improved at moderate cost.

It is very important that some definite and positive legislation should be taken with reference to the maintenance of roads which are being constructed with state aid. It is certainly not understood by the people generally that gravel and macadam roads have to be maintained.

Therefore proper attention has not been given to this subject by the county authorities. There should be a law requiring the board of supervisors or road boards to make special provision for the maintenance or upkeep of the roads which have been improved by state aid, which should be so framed that this department can require the counties applying for state aid to provide the necessary funds for maintenance.

TOWNSPEOPLE INTERESTED.

Concerned in Condition of Roads as Much as Farmers.

Not a few people make the mistake of supposing that the good roads question is one for farmers mainly. "The people who live in towns," declared the Illinois state engineer recently in a goods road speech at Peoria, "are concerned in the general condition of the roads as much as the people who live out of the towns on the highways." This is very true.

While the farmers reap directly the most benefit, pleasure and convenience from good roads, the condition of the roads affects the towns vitally. The average community finds business extremely dull when the rural population is bottled up by mud. There are times in the United States in this dawning twentieth century when conditions obtain that existed in England 500 years ago; when produce needed in town for food rots a few miles out in the country because the farmer can't haul it.

WASTE OF BAD ROADS.

About \$250,000,000 Said to Be Annual Toll of Poor Highways.

Two hundred and fifty million dollars are wasted annually on bad roads in this country, which is noted for its business sagacity and thrift and which has been pronounced a great success as a business community. Add that waste to losses occasioned by bad roads and the sum leaps to a billion a year. It is estimated that, in short, each man, woman and child in the United States bears a tax of \$12.50 because of bad roads.

If this doesn't show that good roads are a national question that bulks as big as the tariff, the navy, foreign relations, commerce—anything; if it doesn't prove that the federal government ought to turn to the roads question with as much energy as it expends on anything else, then there is nothing more to be said.

Improvement Motives.

The amount of good work that can be accomplished by a split log drag is astonishing and must be seen before believed. If a community can't have a "good" road it should have the best road possible. Anything is better than a "bad" road.

The beneficent effects of good roads flow to the city and the hamlet as well as to the farmer. They walk hand in hand in community of interest, and surely it is a picture beautiful to look upon and sound to the core.

Good roads are indispensable to our growth and progress, and we must not falter or wait to provide for them. Tennessee Boosters Working. Inspired by the campaign waged by the boosters of good roads in its city, the Chattanooga Times says: "Get together everybody for a great monumental highway and boulevard between Harrison and Chattanooga, talking in Rockwood, Evansville, Dayton, Soddy—in fact, all the promising towns between the two cities. A wide built thoroughfare of that kind would be the greatest prosperity builder we could have."

Maintaining Gravel Roads.

In order to maintain a gravel road in good condition it is well to keep piles of gravel alongside at frequent intervals, so that the persons who repair the road can get the material without going too far for it. As soon as ruts or holes appear on the surface some of this good, fresh material should be added and stamped into position or kept raked smooth until properly consolidated.

Abutting Property to Help Roads.

An ordinance for resurfacing of streets and alleys of Covington, Ky., one-half the cost to be borne by abutting property owners and the other half at the cost of the city at large, has been passed by the council. Heretofore the city has borne the entire cost of resurfacing work.

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