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Some men who fall to get justice ought to thank their lucky stars.

A woman in St. Louis has opened a bakery. She is a well-bred society lady.

Walter Wellman has won the admiration of the women of America. He rescued the cat.

To be complete the government weather report should include the precipitation of aviators.

Postmaster General Hitchcock says penny postage is coming soon. It will be a welcome innovation.

The crop of wheat may be a little short in the United States, but the crop of politics is a bumper.

It is now urged that boys should be taught to talk. The girls don't need to be. They talk anyway.

Mrs. Gaskell, the author of that inimitable book "Cranford," passed her 100th birthday anniversary recently.

A French auto builder has discovered that pressed leather tires are very satisfactory even on rough roads.

The Northern Pacific railway did \$6,000,000 more business this year than last and this at confiscatory rates.

Miss Vera Silent of Cincinnati is to marry a Lieutenant Hush. It is announced that it will be a quiet wedding.

In some parts of Scotland ether is sold as a beverage and an ether drink is considered a most "comforting experience."

Woodrow Wilson, the Princeton professor, who is now running for governor, is taking pleasure in instructing the voter.

They're having such a warm time down in New York that winter will have to be postponed until after the November elections.

A magazine writer says that Birmingham, Ala., will soon be another Pittsburg. It is unfair to slander Birmingham that way.

Last year the treasury department realized \$19,000 from the sale of its waste paper. In some offices this would be quite an item.

Ten balloons started from St. Louis in the international race, but a fellow has to fly over open ocean to get his name among the personal items now.

The new suffragettes costume has pockets in the skirt. These progressive females will soon be wearing the masculine regalia. It's only a question of time.

By 1912 the candidates will have to take aeroplane tours. How fine they will look up above the clouds delivering speeches to forty square miles by megaphone.

President Taft's obvious belief that civil service clerks should earn their salary even if Uncle Sam does pay it, is not popular in civil service circles.

In New York a man has a legal right, under certain conditions, to put his mother-in-law out of his house, but there is another essential beside legality—nerve.

If Mr. Wellman carries out his promise to try again, we hope he will start from the tip of Newfoundland where he will be away from the advice of the weather bureau.

Anyone thinking of taking up murder as a permanent occupation will find an excellent field for their line in Chicago, where the records show two executions to 693 murders.

Owing to the spotty nature of the market for explorers' lectures, Mr. Wellman should hoe his platform corn before the Indian summer sun turns into the chill winds of November.

The census bureau reports that tuberculosis still leads all other diseases in the number of deaths it has caused in the United States, but the margin over pneumonia is now very small.

William R. Hearst offers \$50,000 to the first aeroplanist who flies across the continent. There is little question but what Mr. Hearst will be called upon to write his check for that amount within the next year.

The corn crop for 1910 is placed at 2,977,000,000 bushels. It is a pity the estimator couldn't have stretched his conscience another 33,000,000 bushels.

Three billion would have sounded so much more complete and important. With a national debt of \$300,000,000 Portugal is doing its best to become prosperous after the ideas of our financiers.

One reads much about the necktie workers' sufferings. How about the sufferings of the public at wearing ties built to suit the complexion of a lobster?

The sight of William R. Hearst working for the Roosevelt republican ticket in New York is one of the strangest political anomalies of the present time.

Mrs. Flemming, astronomer at Harvard, finds a new star, but it is not bright enough so that we can yet recommend conservative citizens to stay out after dark.

The commission form of government is gaining many friends, but it can't be generally adopted because it would compel the politicians to go to work with their hands.

A government surveyor says he has found a peak 2,000 feet above Mount McKinley, but until he brings the customary brass tube to this office we suspend judgment.

During the naval test at Indian Head a new 12-inch gun costing \$160,000 was exploded. Our naval machinery is self-destructive, whether it can destroy others or not.

There's no logic in arguing prosperity from increased sales of shoes. It may merely indicate that those who formerly rode in state are now reduced to walking.

Talk about an uplift. A new mountain peak has been discovered in Alaska 22,000 feet high. That beats anything in the world outside of the Andes and the Himalayas.

Wall street's only experience so far in animal industry has been shearing the lambs and riding the elephant. Now it remains to be seen whether it can also drive the donkey.

Twenty people were killed at a Spanish bull fight last week. The bull fight is coming to the front again, and at this rate can be ranked with automobiling, aviating and other manly sports.

The government will investigate carefully the causes of the explosion of the Maine. This is locking the stable door after the dead horse interests only the undertaker.

Secretary Ballinger got considerably shaken up in a railroad accident the other day. An inglorious freight car was able to accomplish more than the entire insurgent movement.

Much is said about Wellman's heroism, but Mrs. Wellman should also have quite as much mention, while she was trying to figure whether she was to live on lecture receipts or insurance money.

Since ex-King Manuel of Portugal is barely 21 the defects in his early education might yet be overcome and a useful citizen made of him. Environment sometimes does much to overcome heredity.

Mr. Rockefeller has given \$3,820,000 to the Rockefeller institute for medical research. Some of the people who felt so badly about tainted money recently caught in consistency to refuse to be cured by this unscientific means.

Over 500,000 civil war soldiers are still drawing pensions. The last soldier of the revolution lived until four years after the close of the civil war, so it is possible for some of the civil war veterans to live a good number of years yet.

The immortal address of the civil war was uttered by Abraham Lincoln at Gettysburg. Its companion piece is the poem written by Julia Ward Howe, "The Battle Hymn of the Republic," will live as long as men love liberty.

One of the most practical uses yet suggested for the aeroplanes, is the establishment of an aerial messenger service across the desert of Sahara. The great arid plane would make an ideal aviation field, if the aviator would always be sure of a goodly tank of water.

In New York the officers are right after those who are trying to cheat the public by false weights and measures or by misrepresentation of goods, including "fake" bankrupt and fire sales. A rigid enforcement of such a law in all the states would be welcomed by many people.

When a college president some years ago suggested social ostracism as an effective punishment for dishonesty in public life, he was laughed at. But recent events show that it is quite as effectual as a legal indictment and cannot be made null and void by some technicality of the law, as legal indictments so often are.

When an American is puzzled, he scratches his head, but when a Chinaman is in an embarrassing predicament he scratches his foot. The oriental customs are usually the exact opposite of those of western countries, but in this instance the scratching of either head or foot is not likely to enlighten the mind much.

In view of the jobbery and graft so prevalent in city and state governments, the biggest triumph in government work ever recorded in the world's history is the conduct of the Panama canal operations so far without a breath of scandal.

John A. Dix, democratic candidate for governor of New York, is for a lower tariff. But as the wall paper company of which he is a director asked 25 percent more tariff in 1908, he does not seem to have become enough of a Hebrew to eschew pork.

Few people who recall the industrial depression the last time the democrats had a president and congress would vote for another dose. It is up to all of us to tell young men and newcomers to our shores a few cold facts about the dinner pails of 1893-97.

Considerable leniency is always extended to sick people for their eccentricities and ill temper, but the invalid in Georgia who killed his doctor because he was not being benefited by his treatment, was hardly excusable except on the ground of self defense.

A man down in New York who is a lawyer is to be disbarred because it is alleged that he stole \$150,000 of his client's money. In Buffalo a sneak thief stole a few pennies and the judge gave him five years. There's plenty of justice in this country, but the trouble is in its very uneven distribution.

If more people, says an exchange, would follow the suggestion of John Newton there would be much more happiness in this great big world. He said: "I see in the world two heaps, one of misery and the other of happiness. It is but little I can do to take from the one heap and add to the other, but let me do what I can."

Earl Gray, governor-general of Canada, has just returned from an exploring trip through the Hudson bay country. He reports the trip delightful and likens the bay to the Mediterranean. It undoubtedly is a most picturesque country, but it takes quite a stretch of the imagination to see a likeness to the Mediterranean in the ice-locked bay, surrounded by immeasureable dark, pine forests.

In many cities throughout the country, at the hour when the body of Julia Ward Howe was being laid in its last resting place, the children in the public schools stood and sang "The Battle Hymn of the Republic," her grandest production. It was a fitting tribute to a life of activity for the right in which the writing of this hymn was but an incident.

Few people realize the enormous change in railroad control in the past six years. Rebates to powerful corporations have been cut off, the poor man pays the same freight as the rich, an army of dead heads have been made to help keep trains running, and a body representing the people has been given power to say whether rates are fair. All done under republican administrations.

William B. Dana, who was recently called by death from his earthly career, was the brother of James B. Dana, the geologist, and came from a family noted for its strong mentality. Through his life time of editorial work he was a great conservative and was always on the side of sanity. His work was that of a scholarly and patriotic man, deeply concerned for the best interests of his country.

Twenty years ago the beet sugar output of the United States was about 5,000,000 pounds annually; it has grown to 1,024,000,000 pounds annually. It is still true that the beet sugar raising is an infant industry when compared with what could and some time will be done. There is no real reason why, with our sugar cane and our sugar beet, the United States should import an ounce of sugar.

A deal of unusual magnitude even in this age of mammoth business transactions was closed recently which transferred to the Standard Oil company 550,000 acres of coal land owned by Josiah V. Thompson of Uniontown, Pa. The amount paid was about \$100,000,000 and the average price per acre not far from \$300. Mr. Thompson purchased thousands of acres of this land for \$10 an acre years ago. Some of it he paid as high as \$100 an acre for. That's a very safe and sane way to make a fortune.

There is no equally pat substitute. These phrases creep into the dictionaries and find a permanent place. Such slang will merely repeat history by looking the world squarely in the face in the next century as classicisms.

Donfort's Wine and Spirit Circular, in a recent editorial, questions at considerable length the causes which are bringing so many states to pass prohibitory laws, and forecasts the disaster imminent to the liquor business if the temperance wave is not checked. In closing the writer asks "Can it be possible that the liquor trade is so disreputable that it cannot be successfully defended at the bar of public sentiment?" That is just where the shoe pinches, Mr. Liquor Dealer. The opposition is neatly summed up in your question affirmatively stated.

In many parts of the country this has been a very dry season, but nowhere has it been quite so dry as in Missouri, if an editor in that state is to be believed. He said: "It was so dry here that the wagons were going around with their tongues out, ice had to be soaked all night in water before it was wet enough to make lemonade, the catfish kicked up such a dust in the bed of the Carondeau river that the river had to be sprinkled before you could go fishing. A spark from an engine set fire to a big pond and burned up a wagon load of bull frogs."

President Louis Hill is to be congratulated for prohibiting the sale of the "penny dreadful" literature on his company's trains and newstands. He was brought to this decision in recognition of the company's responsibility for the character of literature sold under its protection. The appetite of weak-minded boys for such blood and thunder tales as these is abnormal and they are often permanently injured and led into lives of crime. If other agencies could be made to feel their responsibility for the sale of vicious and demoralizing literature, it would soon be driven out of existence.

Secretary of the Navy Meyer is an alert and efficient official, who merits the confidence of the two administrations which he has served. He is in sympathy with President Taft in his desire to economize wherever it is possible, without impairing the service and in line with this thought will propose the abandonment of some of the Atlantic coast navy yards, which he believes to be superfluous. Under the secretary's direction the Kisha island, which commands the northerly short route between Asia and America, was made into a second Gibraltar. In future years the isthmus is bound to be the rendezvous of our naval power, therefore, it must be fortified to a limit and also have dry docks and arsenals.

THE LOVE OF CONTEST. It's human nature to love a contest. That's why those world series baseball games attract so many thousands and are given so much space in the papers—because they are a contest between stars in the game. That's why 600 or 700 men gathered in a Norfolk hall Thursday night—because of the human delight in a human contest. It's born in us and we can't help it. Incidentally, that's why thousands of people all over this territory are becoming more and more interested in the race of votes being run for the \$1,400 automobile and twenty-seven other prizes being given away by The News—it's because of the uncertainty of the outcome and the human love of a fair contest between human beings.

THE CRIPPEN VERDICT. There is marked difference in the speed with which justice is meted out in England and in America. Dr. Crippen, who was arrested only a couple of months ago for murdering his wife in London, was put on trial last Tuesday, was found guilty after thirty minutes' deliberation by the jury and was immediately sentenced to hang on November 15. There is little chance that he will gain time.

The verdict was based on the evidence. There was no "brainstorm" plea. Americans can not help contrasting the speed of the English court action with that in America, where technicalities play too important a role and where delays are all too numerous.

Even Mr. Gifford Pinchot's enthusiasm has been overdistanced by that of Louisiana. This far-sighted commonwealth, after having taken the forests and the birds, oysters, fish and shrimp under the wing of its sheltering law, is now preparing to conserve its bullfrogs. Thousands of these creatures whose anterior portions are so prized by epicures, are caught in Louisiana each year and marketed all throughout the country. Indeed, Louisiana is as famous for its bullfrogs as Georgia was for possum, following Mr. Taft's Atlanta banquet. Not the bullfrog, though not a handsome person, has his defenders as well as his cooks and devourers. Some kindly people who would never dream of eating his legs are great lovers of his song. A number of such have appealed to the conservation commission of Louisiana to save the frog from the ruthless laughter to which he is now a victim. Their plea has been heard, with the result that remedial laws will soon undoubtedly be passed. A frog-lease state would be a strange and desolate region. The commission is to be commended, not only because it stands true in the simplest details to a great national principle, but also for its timely work in protecting these musicians of the pond.

AROUND TOWN. Why are furnace shakers always getting lost? The corn crop doesn't seem to be affected by the result of that world's series of baseball games. If this department had bet on its judgment on the world series, it would have cleaned up \$10,000.

The people who say it's cheaper to move than to pay rent, apparently don't know how much it costs to move. Somehow or other, those pugs who were going to challenge Sullivan so fast, had a sudden attack of frigid pedals.

They're on their dignity so many hours a day that a school teacher with a love affair always attracts unusual attention. What's your scheme for carrying out the ashes—doing it once a week or stacking 'em up in the corner and waiting till spring?

How conceited man is! Every Cub pitcher, after he'd lost his game, declared that if he could just have one more chance, he'd win. Let it be recorded for future reference that the first general killing frost in this territory in the year 1910, A. D., didn't arrive till October 22.

A man called up The News on the telephone Saturday afternoon and asked how the ball game was going. "Three to three, tenth inning," he was told. "Whose favor?" he asked.

The season is at hand again when you get ashes in your hair every time you shake down the furnace. And with the present price of eggs, a shampoo comes high. (They're not quite so high if you lean over when you take 'em.)

ATCHISON GLOBE SIGHTS. If you do a good day's work, don't grunt around the balance of the week. "If I had his money," said a brackman in speaking of a wealthy citizen, "I would burn a few lights."

An Atchison crank has added one more to the list of things he despises: familiar tunes with variations.

What has become of the old-fashioned woman who regarded "fainting away" as a sign of refinement? We're tired of the old politicians fighting each other, and making out that they are so big. How do you feel about it?

If there were not so many laws already, the Globe would demand one requiring all pies to be at least an inch thick.

Science and invention have overcome a lot of automobile troubles, but the trouble of paying for them remains about the same.

The supernumerary stage hand can usually tell you more about the theatrical profession than James K. Hackett ever knew.

We have noticed that most of the Missouri housekeepers who are famous for making good biscuits have sale-ratus looking biscuits.

There seems to be a very general disposition this year to raise hell. What's the matter with introducing smallpox in the public schools?

Ever notice that a man not as smart as you are is always a little jealous of you? (This will appeal to all of them; everybody has thought of that).

Over in Missouri, if a man asks, "How are you getting along?" you are considered impolite unless you ask back: "How are you getting along?"

A colored girl who is employed in an Atchison family says her steady young man is a barber's assistant. (Chart.—A porter in a barber shop.)

It doesn't do a great deal of good to laugh at trouble, the result usually being a sickly grin. Nor does it help any to whine; about the only thing that counts is to work your way out.

A stingy man might as well eat natural, and be stingy; if he attempts a liberal thing he will trim it down until he attracts unfavorable comment.

If you could buy the average man's political influence at par, and sell it at his own estimate, there wouldn't be any object in using it to be elected.

According to the neighbors, if father loaf around home a good deal, he ought to be at work, and if he doesn't loaf around home a good deal, he is neglecting his family.

A man may not earn the money he wins at gambling, but if he follows the game regularly, he must earn more than he would require to provide the ordinary necessities and comforts of life.

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ROAD NEGLECT BY GOVERNMENT

Railway Man Shows Money Is Wasted on Highways.

WILL SAVE FARMERS MILLIONS

B. F. Yoakum Talks to National Convention on Development of Country as Proof That Highways Should Be Improved by National Appropriation.

One of the most interesting addresses delivered before the National Good Roads association at Niagara Falls recently was that of B. F. Yoakum, chairman of the St. Louis and San Francisco Railroad company. The keynote of his address was that the government wastes enough to build all highways and the saving to farmers of millions of dollars. The salient points of his speech were:

"Your organization stands for a duty sadly neglected by the government. Good roads mean more for the people at large than any other public work and add more to the comfort and up-building of the country. They are of national importance.

"Government statistics tell us that it costs our farmers 15 cents more to haul one ton one mile in this country than it costs in European countries. The products of the farms of the United States last year amounted to approximately \$20,000,000,000. The government shows the average haul of a ton was nine miles. This difference of 15 cents a ton per mile represents an additional cost of \$1.35 a ton for an average haul of nine miles. Estimating that two-thirds of the agricultural products of last year were hauled away from the farms, there would have been a saving to the American farmers of \$225,000,000 if our roads had been up to the standard of European roads, not including their haul of supplies from the stations to the farms. They would also have saved large sums in the cost of replacing and repairing harness, wagons, etc., and in the investment and care of extra draft stock.

"It took three-quarters of a century to build up the American railroads. During the same time little attention has been given to the building up of American country roads. Yet the value of the two to the public goes hand in hand. Food and clothing must be handled between the producers and the consumers over both the country road and the railroad. It is important that the country roads approach the high standard of the railroads.

"The greatest value of good roads will be to the farmers who have not as yet become interested. You have not yet found a way to reach them to properly place your arguments and statistics before them. They need to be shown that the poorest roads are the most expensive roads. They have not been shown that their broken wagons, broken harness and blacksmith bills cost them more than the cost of having good roads. They have not been shown that a four dollar a day team can do twice the work over good roads, which makes that team worth to them \$8 a day. The way to get good roads is to make all the people know them and keep them constantly in mind. The transportation system which carries our food and clothing from maker to user is part railroad and part country road. One part is as necessary as the other. Your organization in its support of the betterment of our public highways should talk in millions instead of thousands.

"We have 2,100,000 miles of public roads. From the best information obtainable there are about 41,000 miles, or two miles out of each 100, under a high standard of improvement. There are not more than 175,000 miles, or eight miles out of each 100, under any kind of improvement. In other words, we have 1,925,000 miles of public roads which are in as poor condition now as they were when they were laid out by our early settlers and pioneers.

"If we build 100,000 miles of public highways annually for ten years and give to this country 1,000,000 miles of good public roads at an average cost of \$2,000 a mile, or \$200,000,000 annually, we will be engaging in a national development the advantages of which in economics, commerce, comforts and enhanced land values none can foretell. We will be accomplishing something worth while. This work of carried on by counties and townships as at present will be very slow. It should be encouraged under a broad, comprehensive plan outlined by the federal government, co-operating with the states. The agricultural department of the government is in sympathy with all things that tend to improve our public road system.

"Your association should have aggressive organizations in every state and have working relations with all commercial, manufacturing and agricultural institutions. While I can speak but for one system of railroads, I feel confident that every railroad of the country will be in sympathy and work in harmony to aid in the development of the country's public highways, with a view of upbuilding and increasing the production of existing cultivated fields and adding new acres that are now lying idle for lack of rail transportation or good public roads to encourage their cultivation."

The Better Scheme. "The man who knows just what he wants is bound to be successful."

"Not half so much as the man who knows how to get what he wants."—Cleveland Leader.

FILL ELIMINATES GRADE.

Macadam Road From Cortland to Ithaca Nears Completion.

The above cut gives one an idea of the vast amount of work that has been accomplished at the Gulf Hill, changing a steep, crooked road to a straight macadamized highway with a grade of about 7 per cent.

This is on the road known as No. 383, Dryden-Cortland, extending from the Dryden village line, in Tompkins county, N. Y., to the Cortland county line, a distance of 3.85 miles. The contract was let to J. McCormick of East Providence, R. I. The engineering was in charge of A. L. Northrop of Dryden, the division engineer's assistant for Tompkins county. The engineers on the work were L. E. Snyder of Syracuse and Harold Fox of Canajoharie.

The change of grade has been effected by cutting away the tops of the hills on either side and filling in the valley between. The fill at the culvert is twenty-five feet high, eighteen feet above the old road bed. The culvert



THE GULF HILL FILL.

at the base of the fill is a hundred feet long, with a throat five feet across both ways. In making the fill, which is about 500 feet in length, 11,000 yards of earth were moved.

This is said by state road men to be the largest job of filling that has ever been attempted on a state road in New York, says the Dryden (N. Y.) Herald. When the road was first surveyed the engineers planned a different route, not seriously considering the possibility of filling the valley, but after a later survey the highway commission directed that this plan be used.

Those who have used the road in the past will appreciate the change of grade, as this was the only bad hill between Dryden and Cortland, and the automobilist will make it on the "high" without a bit of worry. When this and the two sections of the Dryden-Ithaca road are done there will be a macadam road all the way from Cortland to Ithaca, an important link in the system connecting central New York with the southern tier.

The curves on this road are being banked, which is a new scheme in macadam construction. The outer side of the curve is raised a little higher than the inner edge like a race track.

The Need of Road Specialists.

After years of investigation the office of public roads has come to the conclusion that the chief cause of bad roads in this country, first, extreme localization of road administration; secondly, the payment of road taxes in labor, and, thirdly, lack of skilled supervision.

These are days of specialists. We do not have our houses built by the doctor or call a carpenter to treat us for pneumonia. We think schoolteachers should be required to take examinations, and we approve of military and naval schools to teach military discipline. We believe in the civil service and competency for civil employees. We require skill and experience in almost every line of human endeavor. Why, then, insist that our road taxes be expended under incompetent supervision?—Maurice O. Eldridge.

Good Road Truths.

Good roads bear about the same relation to the commercial welfare of a country that a good circulation does to the physical welfare of the individual. As long as there are bad roads, hilly, muddy and impassable, there will be a certain and inevitable depression from a normal and healthy commercial tone. The circulation of crops will be retarded, the cost of production will be increased and the full vigor and