

DAKOTA COUNTY HERALD.

State Historical Society

ALL THE NEWS WHEN IT IS NEWS

ESTABLISHED AUGUST 28, 1891.

DAKOTA CITY, NEBRASKA, THURSDAY, OCTOBER 9, 1919

VOL. 28. NO. 8.

NEWSY ITEMS FROM OUR EXCHANGES

Ponca Journal-Leader: Sheriff Cain of Dakota City, was a business visitor here Wednesday afternoon.

Dixon items in Allen News: Miss Marion Hall returned on Tuesday evening from Jackson, where she has been visiting her sister-in-law, Mrs. Leo Hall.

Sloomfield Monitor: Edward Schewe of Naocra, Neb., who has been up here visiting with Fred Eggers, Frank Phillips and other friends returned home today.

Wakefield items in Wayne Herald: Mr. and Mrs. Henry Cassler of Emerson, visited over Sunday with Mrs. Cassler's parents, Mr. and Mrs. C. T. Barto. The former then left for their new home at Florence, Neb.

Crofton Journal: Todd Christopherson drove to Sioux City Saturday returning Sunday. Misses Gertrude and Francis Coombs, of South Sioux City, returned home Tuesday after a visit at the Todd Christopherson home.

Fonda, Ia., Times: Mrs. Lillian McLaughlin returned Saturday evening from a week's visit at Emerson, Neb., and at Sioux City. Burt Kroen was at Marcus Friday where the burial service for his uncle, the late Bert Cobb, who died at Los Angeles early in the year, was held.

Carroll items in Wayne Herald: The Carroll band boys played at Homer last Thursday for Homecoming Day. A barbecue was the chief feature of the day. The band men report that large crowds were fed from 3 to 7 o'clock with the roasted steer and several roasted hogs.

Ponca items in Allen News: Our football team played the Dakota City high school at that place Friday afternoon. Our boys were again defeated, by a score of 51 to 0. A number of our people have been buying quantities of potatoes in Dakota county the past week, where it seems there is a plentiful crop.

Sioux City Journal, 3: Miss Esther Leamer has departed for Chicago, Ill., where she will enter Chicago university to study for her master's degree. An automobile driven by J. A. Sides, of South Sioux City, and one driven by R. E. Bray, of Martinsburg, Neb., collided at Fifth and Nebraska streets, yesterday.

Winnemago Chieftain: Jim Little, of South Sioux City, was in town on Tuesday. Mr. and Mrs. Henry Lamert Sunday in South Sioux City. Mrs. Florence Ohmit is visiting her father, Irving Ohmit, and other relatives this week. Ed Londrosch arrived from overseas service Wednesday, looking fine and says he is feeling fine. Ed is the last of the Londrosch boys to get home. Mr. and Mrs. Londrosch had four sons in the service, and it sure seems good to them to have their youngest home again.

Allen News: The Chas. Brown, John Benstead and Fred Benstead families drove to near Goodwin Sunday and spent the day with the Rudolph Schroeder family. On Wednesday of this week occurred the wedding of Miss Myrtle McPherran

week-end here with the home folks, returning to her duties at South Sioux City Sunday evening. Mr. and Mrs. E. Harrigfelt took their son Louie, to Sioux City Tuesday morning to have his tonsils removed, as his health has been very bad lately. Ray Linafelter came up from Omaha Monday night. He was in the city Sunday during the rioting and saw a part of it. He went on to his work in Sioux City Tuesday. Miss Minnie Harris attended the final home coming welcome affair for the soldiers at Homer last week. This was the happy termination of a large number of these splendid celebrations. Otto Swanson, who recently sold his place six miles east of Emerson, was in Emerson and informed the writer that he had bought the Heikes place north of Homer for \$300 per acre. He will not move until the first of the year. L. C. McEntaffer took the civil service examination the 24th in Wayne in order to qualify as postmaster here. He was the only applicant for the place. There was also one applicant for the position at Wakefield where there is a vacancy.

FARM BUREAU NOTES

C. R. Young, County Agent

While in Lincoln last March, Mr. C. C. Beerman, president of the Farm Bureau, and the County Agent visited Dr. Geo. E. Condra, who is in charge of the soils survey work in the state. Dr. Condra was at the time asked to have a survey made in Dakota county. He, at first, thought this impossible, as he had planned to use his force in the western counties. But, remembering that this was the only county in northeast Nebraska, which was not surveyed, he promised to see what could be done, and later wrote the survey would be made this year.

On August 12th, Mr. F. A. Hayes, of the U. S. Department of Agriculture, and Mr. H. L. Vedell, of the office of the Nebraska Soils Survey, came to the county to begin the work which was completed on October 3rd, the men working during this entire period. The expense of doing this work in Nebraska is born half by the state and half by the U. S. Department of Agriculture. The purpose of this survey is to locate the areas of the different soil types and then to make a chart or map showing these. To make such a chart each forty acres of the county is visited, and with an auger, borings are made at frequent intervals to a depth of three feet. The number of borings to a given area is always dependent on the variability of the types of soil. Besides the charting of this work, a bulletin is issued by the government giving a written description of the soil types; an idea of the agricultural and other industries of the county, giving mention to the principal crops grown; something of the market advantages or disadvantages, railroads, highways, etc.; and even going back and giving in brief the early history and development of the county.

A copy of such work in the hands of a person looking for a farm should prove a splendid guide, and where an owner has a good farm for sale, showing one of these maps with the exact location of his land might make a sale. Already thousands of counties have been surveyed in the United States and many persons have learned to secure reports of these surveys before going into new sections to buy farms.

The survey of this county has been completed and is now awaiting the coming of the government inspector, who will drive over the county, and if it meets his approval, put on his O. K. Like everything else pertaining to the government, the finishing will be slow as it usually takes from one to two years before the bulletins are issued. We will endeavor to notify the public as soon as we can learn of them being off the press. If any person desires the report of the survey from any county in any state in the union we will be glad to secure it providing the work has been done.

Early Sheep Breeding Advocated

Early breeding in order that lambs will be old enough to offer strong resistance to worms when they are turned on pasture, is advocated by the College of Agriculture. Ewes bred in October and November will lamb early in March and April. This will give the lambs from one to two months on their mothers' milk and grain before they have to combat worms. The principal objection to early lambing is the necessity of having a good barn. However, the expense and trouble from early lambing is more than offset by the ability of the lambs to survive the worm season. Extra feeding of ewes during the breeding season is urged. Well-fed ewes are more likely to produce twins.

War on Food Fakery
The College of Agriculture and the United States Department of Agriculture are conducting a war on so-called egg substitutes, and tonics and other preparations alleged to make hens lay more eggs. It is declared that the so-called egg substitutes will in no sense take the place of eggs in cooking and baking. In the case of poultry stimulants or preparations to increase egg laying, it is said that while some of them may have a little value they sell for many times what the ingredients can be purchased for at a drug store. The preparation usually must be fed with cracked corn, bran or other feed, and it is the good feed that does the work and not the tonic.

DREAM OF SOVIETS IS CENTURY OLD

Our Forgotten Socialism That Led to Widespread Repudiation by States

MILLIONS WERE BLOWN IN

Well Known Economic Writer Recalls Distressful Period When North Dakota Plan Left Ruin in Its Wake.

(From "Our Forgotten Socialism," by Albert W. Atwood. Copyrighted, Reproduced in Part by Permission of Saturday Evening Post.)

It is a curious fact that in these days when the American people are being so eagerly urged into what are called socialistic experiments they should have completely forgotten or never heard of those tremendous and kindred adventures of their great-grandfathers which resulted so disastrously.

Nearly a hundred years ago almost all the states of this Union except New Jersey and a few of the New England States embarked upon an elaborate and complicated series of ventures into state-controlled railroads, banks, canals and other similar enterprises. Only one of more than a dozen states was conspicuously successful. Most of them failed so diametrically that there is to this very day a bitter heritage of unpaid and actually repudiated debt.

Long before the civil war numerous states not only in the south but in the middle west had defaulted upon and repudiated millions of dollars of bonds issued in aid of what to-day would be called state socialism. For these purposes they created in a comparatively short period of time about \$225,000,000 of bonds. This was more than the federal government had ever owed and was the first large funded debt incurred by the government of any country for industrial purposes.

There remains at the present time about \$50,000,000 of unpaid and repudiated state bonds, not to mention forty to seventy years of interest in arrears. Most people who have ever heard of these bonds mistakenly suppose them to be part of the debt created by the southern states during the civil war. Not one cent of the amount was incurred in connection with the war, and among nearly a dozen states portions of whose debt are still in repudiation are two of the richest in the north. Even the great commonwealths of Pennsylvania, Indiana and Illinois came perilously near being unable to meet the bills due to their orgy of state enterprises, and in Indiana, Illinois and Michigan the ventures were wilder if anything than in the south.

Down in the lower, mustier stack levels of the more extensive of our great libraries may be found the worn yellowed volumes of Niles Weekly Register, and other chronicles of the earlier days of the republic. The pages smell like the attic in great-grandmother's home; the type is painfully small; the news would bring a smile of derision to the lips of a modern city editor. Four or six small pages a week are enough to cover the nation.

States Gone Mad.

A pleasant occupation, you say, for some dry-as-dust student, unconcerned with the throbs and thrills of these absorbing reconstruction days.

But out of those yellowing pages from the unremembered past leap strange and vivid pictures, some startling in their similarity to the very latest sensation of the moment, others peculiar and characteristic of an earlier day. But whether in the old colonies of Pennsylvania, the uplands of North Carolina, the cotton fields of Alabama and Mississippi, the prairies of Indiana and Illinois or the woods of Michigan—these picturesque, colorful experiments in extending the activities of the state into the field of industry are reminiscent in a hundred ways of far more recent attempts and projects.

Many states went literally crazy on the subject of government aid to railroads, canals and banks. They almost thought the millennium had come. Magic seemed to attend any new enterprise in which the state was interested. Let it but lend its credit to a new bank—and presto, here was a panacea for every ill. When the first spadeful of earth was removed in one combined railroad and canal undertaking that soon proved an utter and dismal failure the orator of the day said he looked down "avenues of future glory for the commonwealth!"

Legislatures were called wise and good solely in proportion to the completeness or inclusiveness of the system of public enterprises for which they planned and voted bond issues. Everyone spoke of what was being

done as "the system," though no one knew exactly what was meant by the word.

All manner of enterprises were tied up not only with the states but with such other. It was thought that banks could add to the credit of the state, that the state could create banks, that banks could float railroads, that railroads could exercise banking functions, that the state could own railroads, that both banks and railroads could successfully float bonds of the state, that farmers could subscribe to

stock in the banks by mortgaging their real estate, that banks could lend to the farmers to the extent of their subscriptions, and so on. All went down together in the crash—that is, all except the states which could not fail, being constitutionally able then and now to repudiate their debts. But while the delusion lasted men literally fought for a chance to get in on any new undertaking.

Historians say that conditions were not the same in different sections. Michigan, Illinois and Indiana experimented. It appears, for reasons not at all like those that appealed to the southern states, Pennsylvania perhaps had still other reasons. But the laws of human nature and political economy were much alike everywhere. What is more important, the results seem to have been much the same, whatever the section or whatever the object of experiment, be it banking or transportation, canals or railroads.

Certainly the more enthusiastic advocates of having the "state operate everything for the public good" will prefer discreetly to forget this chapter of American history.

Practically everywhere failure was almost absolute, and usually for like reasons. Plans were overambitious. Instead of doing one thing at a time people thought the government was so powerful that everything could be done at once. Instead of building one railroad at a time a dozen would be started simultaneously, only to fail all together.

It looked good on paper to have railroads, banks and canals all tied up together financially, but the crash was all the worse when it came.

The Reign of Extravagance.

Local pride, sectional prejudices and logrolling always prevented unified effort toward a reasonable end. Nor was there any real effort to count the cost while the mania was on. Extravagance reigned supreme, benefits were figured only under ideal conditions. Under state management politics defeated the efficient construction and management of transportation lines to such an extent that private companies had to be appealed to, and as a result a large part of the railroad system in the eastern and southern and middle portions of this country today consists of consolidations of lines originally started by the states.

It is hard to say whether the baneful effects of political exploitation appear more clearly in banking or transportation, but any one who reads of those days will probably conclude that banking was the more spicy and exciting. A southern state with a population of only 300,000 put about \$10,000,000 into a state bank, which by act of the general assembly was to loan money in the counties in proportion to the number of representatives each county had in the assembly.

The assembly also appointed the president of the bank, all the directors and officers, and directors of a large number of branches. Naturally any citizen, no matter how worthless and impetuous, sought out a candidate for the assembly when in need of a loan. Votes rather than credits thus became the essential principle of banking.

A hotel keeper was elected to the assembly and his barroom swarmed with applicants for loans, with the result that sales of refreshments in-

creased enormously. Thus his competitors were put at such a handicap that they actually had to enter politics and run for assembly in order not to lose all their trade!

The Court's Post-Mortem.
For a time the bank did so well that the state actually abolished all taxes and paid its expenses from bank stock dividends. But after the crash came an investigating committee discovered that \$6,000,000 of the loans were worthless. In an adjoining state, banks, insurance companies and railroads were all tried out at about the same time by the government, and many millions of dollars of bonds were sold to further these projects, though the total population of the state was only 50,000 at the time.

In 1841 the governor of one of these states furnished the legislature with an up-to-date report of the bank's condition. It is a gem:

ASSETS.	
Suspended debts in suit.....	\$2,689,869.20
Do. not in suit.....	1,777,337.78
Resources, chiefly unav- ailable	8,084,154.28
Specie on hand.....	4,349.00

LIABILITIES.

Capital Stock	\$5,008,000.00
Immediate liabilities	3,084,154.00

"Not more than one-third the debts due the bank will ever be collected," added the governor, "and the whole of its capital is irretrievably lost."

The great era of internal improvements of eighty and ninety years ago that now seems so grotesque, was natural enough at the time. After the close of the war of 1812 and the Napoleonic wars, European trade settled back into its customary channels, and it became necessary for the American people living along the Atlantic seaboard who had been employed in maritime pursuits to find a new field. Obviously they turned to the great, almost unexplored west.

"Soon the waves of emigration which Burke had seen in vision lapping over the crests of the Alleghenies grew into a deluge that swept down the western valleys, overwhelming the wild animals, the Indians and the primeval forest. This was no ordinary movement of population. It was a national migration to the American hinterland."

The great obstacle in the road to this western world was the Allegheny mountains. But Washington, along with the other early fathers, especially Thomas Jefferson's secretary of the treasury, Albert Gallatin, worked out a comprehensive scientific system of national roads, partly perhaps in imitation of those of the Roman empire. But local interests and jealousies, along with the state rights sentiment, prevented the building of more than one of them, the Cumberland Pike.

(Continued next week.)

Government Farmers' Bulletins Free

The following United States Department of Agriculture farmers' bulletins may be obtained free from the Extension Service, College of Agriculture, Lincoln: No. 840, Farm Sheep Raising for Beginners; 810, Equipment for Farm Sheep Raising; 955, The Sheep Killing Dog; 834, Hog Cholera; 966, A Simple Hog Breeding Crate; 781, Tuberculosis of Hogs; 765, Breeds of Swine; 906, The Self Feeder for Hogs; 932, Rodent Pests on the Farm; 896, Rats and Mice; 1039, Commercial Comb Honey Production; 976, The Control of European Foulbrood; 1032, Operating a Cooperative Motor Truck Route; 719, Economic Study of Farm Tractors in the Corn Belt; 842, Modern Methods of Protection Against Lightning; 827, Farm Home Conventions; 841, Water Systems for Farm Homes; 815, Organization, Financing and Administration of Drainage Districts.

THE HERALD - \$1.25 Per Year

UNQUESTIONED SAFETY


is rightly the prime requisite to demand in the bank that you patronize.

Our depositors enjoy absolute security, by reason of our known stability, active, responsible management, and our operation under Nebraska Banking Laws enacted for the specific benefit of Nebraska people.

Intelligent, efficient service is accorded one and all, and a clearly-defined atmosphere of good fellowship at all times predominates.

Jackson State Bank

Jackson, Nebraska



Ford

THE UNIVERSAL CAR

We are experienced, and know how to give service to the owners of Ford cars. We have the same methods, machinery and skill that they have in the Ford factory, and we use the same parts made by the Ford Motor Company. Ford owners are doubly guaranteed by us as to the reliability of our service on Ford cars. Don't try to do it yourself, bring your car here. Incidentally we are getting a few Ford cars and are able to make fairly good deliveries.

SMALL & ROGERS THE FORD MEN

HOMER MOTOR CO.

THE HOUSE OF SERVICE