

The Frontier

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each \$10 per month; 60 cents an inch
(one column width) per month; on page 1 the
share is \$1 an inch per month. Local ad-
vertisements, 5 cents per line each insertion.
Address the office or the publisher.

Wonder if the Wall street brokers
recently arrested for selling fraudulent
stocks had any shares in the Clipper?

The New York legislature has final-
ly succeeded in electing a United
States senator, Judge James A.
O'Gorman, a Tammany democrat.

Congress convened in extra session
Tuesday and now our democratic
friends have a chance to fulfill a long
cherished desire to monkey with the
tariff.

The average man will fail to see the
need of a law prohibiting merchants
from giving away premiums. Most
of us think we've been paying for
what we have been getting right
along.

As usual people got scared too soon.
Some were predicting in midwinter a
dry season this year. The clouds and
rain April brings in put a pretty sure
promise on a reasonable harvest for
another year.

Democrats talking courageously of a
presidential victory next year. That
is a democratic characteristic that is
manifest once every four years. Dem-
ocratic chances of success will not be
so glittering after congress adjourns.

The retail merchants the country
over have been fighting the catalogue
houses for a long time, but the in-
croachments of the catalogue business
are becoming more marked each year.
Buying direct from the factories and
the right sort of publicity is what
makes the catalogue business success-
ful. They might supply the missing
links in the retail business.

Kearney Hub: Representative Cronin
of Holt, did a good job in getting
through both houses his bill providing
that the state pay one-half the cost of
building bridges over streams more
than one hundred and seventy-five
feet in length. This act will in a few
years solve a great many bridge prob-
lems in the Platte valley where the
river is of unusual width, the bridge
at Kearney for instance spanning one
mile from shore to shore.

Its a peculiar sort of newspaper
ethics adopted by the Chicago editor
who caged in his paper that there
was a slush fund of \$100,000 to bring
about the election of Senator Lorimer
and then refuse to give the evidence
that might send somebody to jail and
cost Lorimer his seat in the senate.

One of the greatest obstacles in the
way of clean government these days
is the apparent determination of those
otherwise regarded honest to seal
their lips when the vital facts are
needed to convict the boudlers.

Fremont Tribune: At last South
Omaha stock yards are put with the
railroads in the hands of the state
commission. The Ollie bill, just en-
acted by the legislature, gives the
people some direct control of this big
corporation, so that its rates and its
practices may come under the juris-
diction of the authorities controlling
corporations dealing with the public
service. For a long time the stock
yards company has successfully resisted
legislation for control, and but for
the decisive action of Governor Aldrich,
it would have passed through the
present session unscathed.

Having lived amply a life full of ex-
periences calculated to develop all
sides of human nature, the president
of a big eastern railroad now retires
to a farm and philosophizes on rural
blessings. "Back to the soil," he says,
"is not a movement, it is an instinct
—the instinct of every normal man.

The simple life is not a slogan, but an
inbred sentiment. The rounding out
of the cycle of ambitions of the normal
man leads back to mother earth,
whence we all spring." But we
shouldn't forget that it is "back to
the soil" that fetches the charm. To
stay there from the cradle to the
grave is the prospect that drives the

youth from the farm to the city. He
wishes to "round out the cycle of his
ambitions," too. Can he do it raising
corn? Agriculture as a final stage of
man's activities might be universally
welcome; but not until he has found
the width of his pinions and their up-
bearing capacity. Back to the soil,
truly enough, if one can't discern
what he is in search of in the more
complex world of men; but no philos-
ophy will make young men contented
in not trying.

Our esteemed but envious contem-
porary says of the passage of the bill
providing state aid for bridges that to
Senator Lee "is due the credit for its
passage more than to anyone else."

It would not be expected of a politi-
cal bigot and narrow contracted in-
dividual like the Independent editor
to give credit to a fellow townsman
and neighbor for doing anything if he
happened to be a republican. Senator
Lee is entitled to credit for what
he did toward its passage in the sen-
ate, but the republican member from
this county, who is the author of the
bill, might have at least been given
credit by this oracle of democracy
over at the Independent for having in-
troduced the bill and secured its pas-
sage in the house first. The fact is,
it was Mr. Cronin's bill and was passed
by the house first and then by the sen-
ate and signed by the governor.

The public was quick to take sides
against Mr. Ballinger and a general
satisfaction was felt when that gentle-
man retired from the president's
cabinet to his home in the far north-
west. Since the retirement, however,
there is some indication that the former
secretary has many friends among
the able writers of the country, or
rather friends of the policies for which
he stood so long against bitter assault.

When you come to think of it, the
things for which Ballinger stood re-
specting the development of natural
resources have been the policy of our
government since the revolution.
Capital has always been invited to go
into the regions rich in mineral and
forests and aid labor to develop them.
In the matter of the Alaskan coal
fields, for which the former secretary
was so bitterly assailed, the folly of
hauling coal clear across the continent
from the Atlantic sea board when
there is any quantity of it right at
hand for the Pacific coast stoves and
furnaces is now pointed out. The re-
sources of Alaska have scarcely been
touched yet and there will not be
further extensive development there
until capital is allowed a reasonably
free hand to bring the products out
for use.

Roosevelt On the Lorimer Case.

Col. Roosevelt says that the senators
voted out of congress were responsible
for some of the strange things in
Washington last winter. He said in
a recent speech:

"I will call your attention to two or
three features connected with the
Lorimer vote in the United States
Senate, because the senators who are
no longer senators, when they had but
forty-eight hours more to serve, said
they could continue after they left. A
majority of the present colleagues of
Mr. Lorimer voted against him. He
was kept in his seat by the senators
whom the people had decided they no
longer wished to see in the Senate of
the United States.

"And again, the statement was
made in debating the proposed amend-
ment to provide for the election of
United States senators by popular vote
that we would destroy the character
of the United States Senate if we
altered the present method of electing
senators.

"Good. Now I will call your atten-
tion to this fact in the vote: Five-
sixth of the senators who voted against
the popular election of United States
senators voted for Mr. Lorimer, who
had been chosen under the very worst
system that can obtain under the old
rules in a state legislature."

Bad Roads Costly.

Omaha News: Just a few figures:
Wagon roads in the United States—
2,151,570 miles.

Improved (faced with gravel or
something better)—175,429 miles.

Per cent of improved roads—8.2.

Each year 265,000,000 tons of farm
and forest products are hauled to mar-
ket or to railway stations over Amer-
ican roads.

This hauling costs \$432,000,000, or

23 cents per ton per mile.

It costs about 10 cents per ton per
mile to haul freight over an improved
road.

Thus, if all our roads were improv-
ed it would mean a saving of \$200,000,
000 a year in hauling alone.

It will cost fully \$3,000,000,000 to put
all the mud roads in America in fair
shape—to make them merely good
gravel roads.

Three billion dollars is a big sum—
yet \$200,000,000 per year for fifteen
years would settle the bill.

This country of ours is the richest
in the world—yet the poorest, most
tax burdened country in Europe can
boast better roads than can we.

Odd, isn't it?

Supervisors Proceedings.

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