

# The Plattsmouth - Journal

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The winter of 1910-1911 is found to have a backbone that compares very favorably with that of the Mexican revolution.

The Mexican insurgents insist that the office of vice president must be abolished. Evidently Senor Corral is a James S. Sherman sort of a man.

A man that is honest will go to the city records and note the manner in which the business has been transacted before censuring the present administration.

There is now some hope of electing a senator in New York, as Sheehan has fled the track. He could never have been elected if he had remained to the race till doomsday.

Hopeful self confidence foredoomed to disappointment has never been more heroically exemplified than by the New York court which has forbidden Nat Goodwin to marry again.

Bernard G. Wurl is making one of the most efficient clerks the city has ever had, and the people know him to be thoroughly competent and honorable. This is sufficient to commend him to the voters of Plattsmouth.

They are even going to have an old fiddlers' contest in Omaha tomorrow night. Some of the pioneer fiddlers of the state will be present. Why not have such a contest in Plattsmouth? Let someone take the lead and work it up.

Diaz must "step down and out," is the edict. He must go the way of all tyrants. It would be better for Mexico had he abdicated years ago. Probably it would not have suited the corporations of the United States, who have been given everything in sight.

The nomination of Armstrong by the republicans of Lincoln for mayor almost settles the fact that the capital city will have saloons in a few weeks. Love, the present mayor, was opposed to saloons and was a candidate for renomination on that kind of a platform.

Yesterday was the last day that members of the legislature can draw pay, the sixty-day limit having expired. Now they will have to dig down in their own pockets for expense money, and it is a safe bet that many of the members have made up their minds to ramouse in as short a time as possible.

The destruction of the state capital building at Albany, New York, reminds the people of the fact that Nebraska's turn may come next. The old hull at Lincoln could be spared about as well as any capital building in the United States, and we need a new capital about as bad as any state in the Union.

If the people of Plattsmouth want municipal ownership, it is quite probable they will get it, now that all the candidates for mayor have declared for it "if the people want it." It wouldn't be at all likely that the chief executive would have the audacity to oppose the direct will of the people. Hardly.

What has become of Poulson and the Anti-Saloon League? Lincoln wants to get rid of him. Omaha don't want him, and there is not a town in the state that has any use for him. Send him back to where he came from. Nebraska is able to look after her own affairs without such importations as Poulson.

If the taxpayers of the Third ward want a councilman that has the best interests of his people at heart they will elect John Halstrom. He is an excellent citizen, honest in all his dealings, and a man who will not let his prejudices carry him astray. That is the kind of man that should represent the people in the city council.

The city clerk cannot be censured for the action he has taken regarding the placing of Frank Neuman's name on the official ballot for mayor. He has been guided by the law and the opinion of the city attorney in this matter, as the voters will readily understand. If Mr. Neuman could have prevailed upon the socialists to have nominated him all this trouble would not have occurred. But the socialists, in convention assembled, thought it wise not to put a ticket in the field at this time, and refused to nominate Mr. Neuman.

The taxpayers in general seem to be very well satisfied with the services of John P. Sattler as mayor in the past two years. He has done all that any other man could possibly do. His policy has always been to do that which he thought was for the betterment of Plattsmouth, and we believe that he has done better than most men could have done if placed in a like position. His record is before the people. He has worked in connection with the Commercial club for all improvements, and their relations with one another have been all that possibly could be desired.

One good effect of the Ballinger-Pinchot controversy has been the directing of popular attention to the proposed raiding of Alaskan coal lands and the arrest of the sordid schemes of the would-be land grabbers. As a direct outcome nine prominent bankers, brokers and financiers of Chicago have been indicted on a charge of conspiring to grab 10,000 acres of these lands, valued at a billion dollars. Their trials are to follow, with a possibility of a \$10,000 fine and two years' imprisonment in each case. From his retirement at Seattle Mr. Ballinger can quietly contemplate some of the results of his "policies."

Time was when public utilities franchises could be had for the asking. The privilege grabbing opportunities were very generally taken advantage of by the astute combinations that traded on the ignorance of the people of the value of state or municipal grants. The times are changing. As the people get an insight into the value of public utilities they become more chary of indiscriminate giving of franchises without fair return of compensation. Almost fabulous fortunes have been made in the United States through corporate grants. A better understanding of the value of these monopolistic grabs is enabling communities to realize the income which they are worth to the people, and how to secure it.

The spectacle of Penrose, high tariff reactionary and watch dog of the interests, as chairman of the finance committee and leader of the senate to succeed Aldrich, is one to make the gods laugh. By "courtesy" of the senate and seniority he expects to land this vastly important position by winning over the insurgents to his support with the old guard standpaters. He is notoriously unfit for such an important post. Economic policy and enlightened public consideration demand a man for the place who is in accord with the majority, qualified in all respects to pass upon the man-

date of the people for tariff reform. Of the remaining members of the committee, Cullom, Lodge, McCumber and Smoot, republicans, and Bailey, Simmons and Stone, democrats, the latter is the only one who is a genuine and sincere advocate of lower duties. With such a composition tariff reform bills would have as much show in committee as a snowball in Limbo.

## THE VALUE OF GOOD ROADS.

If all the other states of the Union stood absolutely still on the good roads proposition and Nebraska alone advanced, Nebraska would have a long way to go to overtake her sister states. For Nebraska, with the exception of Oklahoma, is at the bottom of the list of good roads states. But the other states show no disposition to stand still. Everywhere they are agitating and working for better and still better roads. The interest in the movement is intense, and it is nation-wide. For the benefit of the Nebraska legislature, which is now considering the good roads bills, the World-Herald presents a few quotations from representative papers.

The Washington Star says: "The redemption of the American highways from their present state will cost an immense sum of money, but every dollar spent in this direction will be returned many fold to the communities making the investment."

The Kansas City Star says: "Bad roads cost the people of America \$12.50 a head each year. That is the waste computed from government statistics. It represents the extra expense of hauling food-stuffs to market over bad roads contrasted with the expense of the same hauling over good roads. That loss is much more in amount than the total of all the revenues of the nation and the forty-six states for the same period."

The Philadelphia Press says: "Good roads must cost money. Everybody wants them, but only those states can have them which are willing to pay for them. State taxation does not usually fall heavily on individuals, and it cannot be utilized to better advantage than in helping road construction."

The Richmond Times-Dispatch says: "Counties which are neglecting the improvement of their highways need not be surprised when the census figures show that they are losing population, while more progressive counties are gaining. Good roads attract population, while bad roads drive it away."

The Troy Times says: "Making good roads is becoming contagious, and the beneficent epidemic is spreading all over the country. The south has caught the fever, and in many localities elaborate systems of improved highways are contemplated, under way, or have been completed. A good road is an effective object. The Florida Times-Union says: "The city with a thickly settled prosperous country around it stands on a solid foundation. He who works most intelligently for Jacksonville now works to develop the surrounding country, and the million dollars that have been voted for roads should be expended for the development of the county, not on providing pleasure for the rich."

Bearing on the same subject, here is a report made by F. P. Loomis, American consul to St. Etienne, on the benefits of good roads in France:

"The road system of France has been of far greater benefit to the country as a means of raising the value of lands and putting the small peasant proprietors in easy communication with their markets, than have the railways. It is the opinion of well informed Frenchmen, who have made a practical study of economic problems, that the superb roads of France have been one of the most steady and potent contributions to the material development and marvelous financial elasticity of the republic. The splendidly maintained road system has distinctly favored the success of the small landed proprietors, and in their prosperity and ensuing distribution of wealth lies the key to the secret of the wonderful financial vitality and solid prosperity of the French nation."

In the report of the commission on country life, appointed by President Roosevelt, is found this paragraph:

"It is essential to the prosperity of the farmer that he realize how close and intimate is the relationship of roads to agriculture. The selling price of farm products is largely determined by factors beyond the control of the farmer, and his profit is represented by the difference between the cost of production and transportation and the selling price. If he can materially reduce the cost of transportation, he thereby increases his margin of profit without increasing the burden on the consumer, because the selling price is not increased. The great burden now resting upon the producer, by reason of bad roads, may be illustrated as follows: Although ocean rates were higher than usual during 1905-6 the mean charge for carrying wheat by regular steamship lines from New York to Liverpool, 3,100 miles, was only 3.8 cents per bushel, or 1.6 cents less than it cost the farmer to haul his wheat 2.4 miles from his farm to the neighboring railroad station."

Nebraska is as distinctly an agricultural state as any in the union. Good roads mean more to Nebraska than to most other states, and Nebraska because of its favorable topography, soil and climate, can get good roads without a definite system, without a plan along which to work and an effective organization to direct that work.

The legislature has it within its power to render Nebraska a service that will be of inestimable and never-ending value by passing bills that have been drafted and recommended by the joint committee on roads.—World-Herald.

Senator Lorimer no sooner gets his vindication on straight than an investigation breaks out in another place and knocks it off again.

The Journal speaks for itself. Every issue contains all the local news, and such has been the case ever since it started five years ago. It has outlived all competitors, and the people of Plattsmouth know it is here to stay.

President Taft has been silent under criticism, but when the story was circulated that he favored Senator Lorimer the president lost no time in putting a vigorous denial at work.

All cities of 5,000 and over can soon have the commission form of government if the people so desire. But whether this will let Plattsmouth in on the upper floor we cannot tell, until we know how many people we have, and for some cause or other the census returns of this city have been held back.

In a speech in Winona, Minnesota, this week, the ex-Hon. Tawney "severely criticised what he termed the modern theory of representative government, that the representative must bow to the will of his constituents." The ex-Hon. Tawney always had great contempt for his constituents, and since last November he dislikes them more than ever.

We are glad to see the campaign in this city so quiet. It is much different to what campaigns have been in the past. It is an indication this year that our citizens are more determined than ever to "pull together" for the best interests of the city, and this is one reason why antagonism has been thrown to the way-side.

Every time anyone gets it in the neck politically he begins shouting the warning that his discomfiture will surely lead to statewide prohibition. It scares no one. If there is any spectre that really commands no serious respect it is that of state-wide prohibition. If the tremendous pressure exerted in the last campaign could not elect a county option legislature no one with a grain of intelligence is going to fear state-wide prohibition.—Lincoln Star.

It has been said that half of the cost of the transportation of farm

crops consists of getting them from the farms to the railroad station. That seems to be an exaggerated statement, but the figures given to support it are somewhat startling. In some instances it is certainly more than half the cost and others all of the cost, for an enormous part of farm products are not transported on railroads at all, but consumed in the cities and towns where all the transportation is on wagons. It cannot be doubted that good wagon roads would reduce the cost of transportation of such products over them much more than one-half.

Mayor Love of Lincoln has found out that the people of that city are not "so dead in love" with him as he thought. Mr. Armstrong, the successful republican candidate, is one of the big business men of Lincoln, but he is not a crank. There's where the shoe pinches. And now the friends of Love threatened to run a candidate on petition. Some people are never satisfied with a fair show, but always want to beat the man that beat their favorite. It is going to be a sort of free-for-all race for mayor in Lincoln, and Bob Malone may stand a better show of being elected than he did two years ago, and he was only defeated then by less than fifty votes.

If any good effects have so far been accomplished by the mobilization folly they are not apparent to the naked eye. What has followed of injury, however, is quite plain. Hostilities for Americans has been given a fresh impetus in all the parties in Mexico and severe treatment of American citizens is threatened by that country. Diaz has declared martial law and the summary execution of captives and riot and turmoil on the border continues to increase. The naval patrol, because of Mexican protest, has been abandoned, European nations distrust our motives and the Canadian enemies of reciprocity have been given an added weapon by the demonstrations on the international boundary, which, they say, might very well be repeated along the Canadian line. The whole proceeding so far has the appearance of a costly and colossal blunder.

The Rev. Earl Flynn, a California minister, in a recent lecture, advised his hearers to eat sauerkraut if they would live to be 100 years old. Sauerkraut and spec, pretzels and limburger and some of the celebrated Milwaukee brew! Surely there's some strength to that kind of a diet. The reverend gentleman likewise said that to be healthy every minister should sweat at least twice a week. A good many ministers, he believes, sweat only once a month, when they draw their salaries. There are a good many godly men who do not even get a chance to perspire that often.

One thing stands out prominently to the credit of ex-President Roosevelt's administration—his fight for the conservation of the natural resources of the nation and his work for the reclamation of the waste and arid lands. His message calling attention to the grabbing of the water power of the country, possibly the last of the natural resources left unmonopolized, and pointing out the meaning and danger of the concentration into a few hands of this tremendous source of physical energy and wealth, is entitled to enduring praise. The dedication of the great Roosevelt dam a few days ago, by which hundreds of thousands of acres of heretofore worthless soil will be metamorphosed into wonderfully fertile territory, on which occasion the ex-president was present in person, must have been a gratifying climax to this line of the colonel's efforts. He, as well as the country, is to be congratulated.

## BLESSINGS IN DISGUISE.

For the last twenty-five years the railroad interests have bitterly opposed every proposed attempt to reform in the matter of transportation. They opposed the state laws for regulating passenger and freight rates. They opposed the interstate

commerce law. They opposed the abolition of passes in the states. They opposed the Roosevelt rate law. They have bitterly opposed the freight law passed at the late session of congress. They opposed the 2-cent passenger rate law.

They now admit that all these restrictive measures have proved to be blessings in disguise, as in fact they have been. The law forbidding rebates put money in their pockets. The 2-cent fare law has given them quite as much income as they had before. The law forbidding passes has been a wonderful relief and a money-maker to the railroads. The interstate commerce law has proved a blessing in disguise. Our readers will remember that when the advance in rates was opposed by the shippers, the railroads declared with one voice that the law meant bankruptcy to them; that they could no longer sell their bonds abroad unless they had sufficient income to increase their dividends; that they could no longer buy the necessary amount of new rails; that they could make no further improvements; that they could build no more branch lines; that the country was going to the bow-wows, in short, unless they were permitted to advance rates.

The country will never be able to pay its debt to Senator Cummins, who secured the enactment of the provision in the rate law that railroads must show cause why rates should be advanced. This one act of his should earn for him the thanks of every shipper in the United States, of their children and grandchildren as well. The singular thing is that the railroads have made and will make no appeal from this decision of the commission forbidding them to advance rates. More than that, the wisest of them are beginning to recognize that it was a blessing in disguise. The men who deal in railroad stocks and bonds are already beginning to realize that it is a blessing to the whole nation. They openly state that had the commission given them permission, there would have been a vast flood of new stocks and bonds; that there would have been an urgent demand for increase in wages, to be followed by another demand for an increase in rates, and so on, ad infinitum. The country will breathe freer when it is now settled that heretofore railroads must show cause for any increase in freight rates.

All this furnishes convincing proof that in the long run the common people are wiser and saner than "the men who manage big business." Many of the things that happen to us turn out to be blessings in disguise. The world seems to have been made that way, showing that there is an overruling Providence who looks after what is really to the best interests of all His children.—Wallace's Farmer.

## Flock Increases.

Mr. Julius Pitz, secretary and treasurer of the Mynard Commercial club, with sheep-growing as a side line, was overjoyed this morning to find that his flock of prize-winning Shropshire sheep had been increased by the addition of two fine lambs during the night. Mr. Pitz is having fine success in the sheep industry and before long we will not be surprised if he is advocating a tariff on wool.

## CATARRH



## HAY FEVER

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