

...A New Discovery...

"The Barnyard Shoe"

Manufactured by
The Huiscamp Bros. Co.,
of Keokuk, Iowa.

For years there has been felt the need of a tannage of leather which would successfully withstand the ammonia of the barnyard. Ever since the old-fashioned Wax Calf Kip Skins were in vogue there have been complaints about the service of shoes subjected to usage in and about stables and barnyards. This new leather is especially prepared and tanned with a view of filling this long felt want.

These shoes are made in Tan and Black leathers, nailed or sewed soles, and are guaranteed to give satisfaction.

\$3, \$3.50 and \$4

Fetzer's Shoe Store

EXCLUSIVE AGENTS

W. E. ROSENCRANS

PLATTSMOUTH, NEBR.

Real Estate

Jourdanton, Texas, Land
The Cream of the South, at
\$35 to \$60 per acre

Best Land in the World for the Money!

FOR SALE!

AN Excellent Stock Farm in Nemaha County, Nebraska, 280 acres, must be sold to make final settlement of an estate. There is about 100 acres under cultivation, 18 acres in alfalfa, 50 acres in fine pasture, 5 acres in orchard, some fine timber, a stream of running water, fine brick mansion of 8 rooms, a large new barn, and many other improvements—value of improvements about \$7,000. This farm is situated about nine miles north-east of Auburn, and about three and one-half miles north-west of Brownville, and only two miles from a railroad switch from which stock can be shipped. It is surrounded by well-improved farms. Farms have been selling in this locality at from \$125 to \$150 per acre. Our price \$110 per acre. Favorable terms as to payments will be made.

R. B. WINDHAM
PLATTSMOUTH, NEBR.

PLATTSMOUTH ON A NATIONAL HIGHWAY

The City Designated as an Important Point on
the Ocean to Ocean Road.

A BIG BOOST AND BENEFIT

In the Class With Omaha, Lincoln, Denver and
Salt Lake on Across the Continent
Turnpike

The United States has become a land whose elemental opportunities have been found out and taken up. Its mines, forests, fields and industrial opportunities have been developed until the end of the unoccupied and unexploited is in sight. Alaska still affords a field for exploitation, but it is apparent that the general government has undertaken, or soon will, to assist the Guggenheims and other multi-millionaire interests to grab this one undeveloped portion of our country.

This situation has in a manner unconsciously sunk into the minds of the people and shifted their interest from exploitation to economical use, from heedlessness in all branches of our relations—industrial, political, social and juridic—to an intense scrutiny. It is as if the sense of crowding the feeling of a limitation and of thousands around us has brought the country to a realization that pioneer times are over and that this country must soon take on the methods of European ones. States and counties, towns and villages must study their local needs and use the most intelligent means to build up and improve their individual communities.

There is no one subject in the United States today so vital as that of good country roads, and the fact is rapidly becoming known throughout the length and breadth of the land. The need is not only realized, but associations of a national and local character are being formed and steps taken to put before the farmers and townsmen the vital necessity of improving the highways in every state of the Union.

There is a national organization known as the United States Good Roads association, of which United States Senator John H. Bankhead of Alabama is the president. This body will hold a convention this year at Tulsa, Okla., August 18, 19 and 20, and the meeting will undoubtedly have a good influence on that portion of the country in good roads sentiment. Interest on the subject is growing in the south all the time. In Louisiana, which probably, aside from Mississippi, is the most backward state in the Union in the material development of its natural resources, is awakening, and one Parish-Calcasiens—has \$900,000 in bank at Lake Charles and is now spending the entire amount on good roads in that parish.

There are now outstanding in the different states nearly \$100,000,000 of good roads bonds. It is therefore evident that whatever may be the faults in methods of construction and maintenance, money is being spent in sufficient quantity to bring about a vast improvement in the public roads.

On January 1, 1913, there were \$137,000,000 of state and road bonds authorized and \$156,000,000 of county roads outstanding, making a total of \$293,000,000. This statement is based on reports from about 75 per cent of the counties in the United States, and as a large number of the individual townships did not report it is estimated that the amounts not reported would run the aggregate up to probably \$350,000,000, to which should be added ten or fifteen million dollars of the bonds voted in 1912, which have not yet been issued.

Gratifying progress in road construction during the past few years is indicated by the statement that while the per centage of all road improvements in the United States at the close of 1909 was 8.66 per cent, the revised

statistics to December 31, 1911, showed an improved mileage of 10.1 per cent, or a net gain of 1.44 per cent. This does not sound so impressive in terms of percentage, but it means that in the two-years' period more than 31,000 miles of improved roads were constructed.

It has been said by a competent authority that enough money to build fifteen Panama canals would be saved each year in this country if we had good roads. Accurate figuring has demonstrated that the cost of hauling one ton one mile on a good, hard, level road, by horse-drawn wagons is 8 cents. The average cost in the United States is 23 cents a mile, and in certain sections of the country as high as 51 cents.

Every year 5,000,000,000 tons of freight are hauled over the roads of the country and since the average haul is about ten miles the traffic amounts to 50,000,000 ton-miles a year. At the average of 23 cents a ton-mile for the entire country the cost of hauling by wagons reaches the staggering sum of \$11,000,000,000 a year. If this would only cost 8 cents a mile, the whole country would save seven and one-half billion dollars.

There are approximately 2,300,000 miles of highway in the United States. Of these not one mile can truly be called a national highway, while the percentage of state highways is relatively small—probably well under 5 per cent of the total. It can therefore be said that over 95 per cent of the country are under the control of counties or local communities. With this condition of affairs it is little wonder that less than 10 per cent of all our roads have any semblance of improvement whatever.

The superficial area of Nebraska is 76,808 square miles and the state ranks fifteenth in the United States, Nebraska's present mileage of public roads is 80,338, and the state ranks ninth in the Union. Up to the present time there has been no state money expended on building good roads. Some counties, like Douglas, Sarpy and a few others, have constructed permanent roadways. These have been built by means of the inheritance tax paid by decedents, and under the law devoted to road building.

The subject of permanent road building is entitled to the earnest consideration of every taxpayer in the county, for it means a great deal towards the up-building of the county and the permanent enhancement of land values.

Cass county is the most beautiful portion of this greatly favored state. It can easily be made one of the beauty spots, not only of Nebraska, but of the whole country. It's broken and beautifully wooded topography along the Missouri river affords views of varied landscapes as fair to look upon as any the country affords.

Why not awake to this fact and spend the money necessary to make this county a vast park for strangers and an earthly paradise for its residents? The money spent would be returned to the taxpayers many fold in increased values and lowered cost of transportation.

There is an association known as the National Highways association, formed by men from all over the United States, that has worked out a tentative plan for a 50,000-mile system of national highways. Its mileage includes every state and portion of the entire country. In this plan Nebraska forms a part of the Lake-Mountain-Pacific Trunk National High-

way, which enters at Omaha and crosses the state via Plattsmouth, Lincoln, Hastings, Holdrege and McCook to Denver, Colo., and goes thence west over the mountains to Salt Lake and reaches the Pacific region at Los Angeles, Cal. The other is known as the Nebraska Link National Highway, beginning at Omaha, runs through Fremont, Norfolk, Ainsworth and Chadron and connects with the Rock Mountain Highway at Douglas, Wyo.

It is proposed by the National Highways association, first, that the national government shall construct a primary system of highways extending over the entire country, and embracing those routes which are now, or will come to be, through routes of travel and interstate in character. Within each state they will also supplement the state highway system with the additional advantage of connecting up the systems of adjoining states. They should be built, maintained and owned by the national government, under the direction of a national highway commission.

Similarly, each state should construct a secondary system of highways which would embrace all the main inter-county routes, and thus bind together all portions of the state. Within each county they will also supplement the county road system with the additional advantage of connecting up the systems of adjoining counties. These state highways should be built, maintained and owned by the state, under the direction of a state highway commission.

Again, each county should take care of a tertiary system of roads which would bind together all parts of the county and act as feeders to the state highways. These roads should be built, maintained and owned solely by the county. After these county roads there would still be left a few roads, purely local in character, and generally with light traffic. These local roads, feeders to the county roads, should be taken care of by the town or township.

It will be seen as a result of the proposed four-fold system above outlined, there will be obtained a separate and distinct field of endeavor for national, state, county and township road officials, and likewise a certain definite object for national, state, county and township road appropriations. No one will encroach upon or be hampered by any of the others. Consequently the efficiency of each would be vastly increased, and the scope greatly enlarged. Furthermore, it would take the present heavy burden of road construction from off the shoulders of the minor civil sub-divisions and distribute it equitably among the larger and richer communities.

FRANK E. GOBELMAN,
Painter and Decorator.

Mr. Gobelman went into business at Plattsmouth in October, 1911, and since that time has been a painting contractor, undertaking and executing work in all branches of the trade. That his efforts have been fruitful is evidenced by the rapid progress he has made, not only in Plattsmouth, but in the territory surrounding it. Mr. Gobelman has just finished a large contract for the new addition to the Institute for the Feeble Minded at Glenwood, Iowa. His work at that place was very highly commended by the officers of the institute as being the best they have had for years.

Mr. Gobelman is a competent man, an experienced and proficient workman, and what is better than all the rest, a thoroughly honest man who is willing to go more than half way in satisfying the demands of exacting patrons. He has had a comprehensive experience in all branches of the trade. He can do as good a job of fine lettering as the most skilled artist; he knows the value of coloring in house decoration; he can tell what you need in wall paper and its harmonizing effect on different styles of furniture, in short, he is proficient in all attributes of his business. There is no need of a Plattsmouth man going outside of his own town to get favorable prices and the best results.

Mr. Gobelman carries in stock a complete line of the latest styles of wall papers and everything appertaining to the business in which he is engaged. His prices are in strict conformity with his wish to give everyone a fair deal.

Buy your fancy stationery at the Journal office.

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FOR THE SMALL INVESTOR

IN the famous Pine Bluffs, Wyoming, farming district is land that is yielding from 60 to 100 bushels of oats per acre in a normal year, wheat 30 to 40 bushels and flax 15 to 27 bushels per acre. These statements are backed by facts and are guaranteed to be true.

Two of the largest elevators in Wyoming are at Pine Bluffs and oats sell for more in Pine Bluffs than in Chicago. More than 1,000 cars of grain were shipped out from there last year.

Just think—for \$15 to \$25 Per Acre I am selling choice level farming land in the Pine Bluffs district on terms as low as one-tenth cash, then one-tenth each year until paid. Deferred payments draw 6 per cent interest.

Come and see me and let me explain this proposition to you fully, for it is hard to beat and might mean a great deal to you.

J. P. FALTER,
PLATTSMOUTH, NEBR.

Plattsmouth Phone 87

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High Quality Liquors and Cigars. I. W. Harper
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